



Federal Aviation Administration

Memorandum

Date: February 10, 2014

To: Edith V. Parish
Acting Director, Western Service Center

From: Gregory L. Dyer *GLD*
Acting Manager, Aspen Airport Traffic Control Tower

Subject: **INFORMATION**: Certification Statement
Aircraft Accident, N115WF
Aspen, CO, January 05, 2014

I certify that air traffic aircraft accident package, ASE-ATCT-0036, has been reviewed and is complete.

**AIRCRAFT ACCIDENT PACKAGE
ASE-ATCT-0036
N115WF, CL60
JANUARY 5, 2014, 1922 UTC
DESTROY: JULY 5, 2016**

SECTION 1.
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SECTION 2.

FAA Form 8020-6, Report of Aircraft Accident, and
FAA Form(s) 8020-6-1, Report of Aircraft Accident (Continuation Sheet)

FAA Form 8020-6, Report of Aircraft Accident

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT		Report Date: February 11, 2014	Report Number: ASE-ATCT-0036																																																	
		Name of Reporting Facility: Aspen ATCT (ASE)																																																		
1. Aircraft Identification and Type: N115WF, CL60		2. Date/Time of Accident (GMT): January 5, 2014; 1922 UTC																																																		
3. Location of Accident: Aspen, CO; Aspen Airport runway 15-33, midfield		4. Nature of Accident: SWF, CL60 TUS-ASE impacted ground on runway 15-33 during attempted land																																																		
5. Type of Flight: IFR Flight Plan		6. Flight Crew																																																		
		<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Name</th> <th>Position</th> <th>Address (City and State)</th> <th>Uninjured</th> <th>Injured</th> <th>Fatality</th> <th>Unknown</th> </tr> </thead> <tbody> <tr> <td>Miguel Angel Henriquez</td> <td>Unknown</td> <td>Unknown, MX</td> <td></td> <td align="center">X</td> <td></td> <td></td> </tr> <tr> <td>Sergio Emilio Carranza Brabata</td> <td>Co-Pilot</td> <td>Unknown, MX</td> <td></td> <td></td> <td align="center">X</td> <td></td> </tr> <tr> <td>Moises Arturo Carranza Brabata</td> <td>Pilot</td> <td>Unknown, MX</td> <td></td> <td align="center">X</td> <td></td> <td></td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		Name	Position	Address (City and State)	Uninjured	Injured	Fatality	Unknown	Miguel Angel Henriquez	Unknown	Unknown, MX		X			Sergio Emilio Carranza Brabata	Co-Pilot	Unknown, MX			X		Moises Arturo Carranza Brabata	Pilot	Unknown, MX		X																							
Name	Position	Address (City and State)	Uninjured	Injured	Fatality	Unknown																																														
Miguel Angel Henriquez	Unknown	Unknown, MX		X																																																
Sergio Emilio Carranza Brabata	Co-Pilot	Unknown, MX			X																																															
Moises Arturo Carranza Brabata	Pilot	Unknown, MX		X																																																
7. Passenger Data: (If available, list names, addresses, extent of injuries and other information on continuation sheet.)		Number Aboard 0	Number Uninjured 0	Number Injured 0	Number Fatalities 0																																															
8. Aircraft Damage: Destroyed		9. Property Damage: Unknown																																																		
10. Operating Status of Navigational Aids/Lights/Communications: Normal																																																				
11. Weather Data																																																				
Conditions in Accident Area at Time of Accident: ASPEN, CO, ASPEN-PITKIN CO/SARDY FIELD ARPT METAR - 1153 MST: wind three one zero at nine, gusts two eight knots, wind variable between two seven zero and three six zero, visibility nine statute miles, haze, few clouds at three thousand five hundred, ceiling four thousand six hundred broken, five thousand overcast, temperature minus one one, dew point minus two zero, altimeter three zero zero seven																																																				
Report Just Prior to Accident: ASPEN, CO, ASPEN-PITKIN CO/SARDY FIELD ARPT METAR - 1153 MST: wind three one zero at nine, gusts two eight knots, wind variable between two seven zero and three six zero, visibility nine statute miles, haze, few clouds at three thousand five hundred, ceiling four thousand six hundred broken, five thousand overcast, temperature minus one one, dew point minus two zero, altimeter three zero zero seven					Date/Time 01/05/2014 18:53 UTC																																															
First Report Subsequent to Accident: ASPEN, CO, ASPEN-PITKIN CO/SARDY FIELD ARPT METAR - 1253 MST: wind three one zero at one six, gusts three zero knots, visibility seven statute miles, haze, ceiling three thousand seven hundred broken, four thousand eight hundred overcast, temperature minus one two, dew point minus two zero, altimeter three zero zero eight					Date/Time 01/05/2014 19:53 UTC																																															
12. ATS Personnel Involved																																																				
Name		Facility	Operating Position	Check If Eyewitness																																																
Kyle J Gelroth *(KG)		ASE ATCT	TC TC																																																	
Laura Smith (LA)		ASE ATCT	TC TC	X																																																
Brian Heaver (GO)		ASE ATCT	LC LC	X																																																
Michelle Junge (MJ)		ASE ATCT	CD/FD CD	X																																																
Jonathan Botkin (JB)		ASE ATCT	GC GC	X																																																
Nathaniel Osenga (RJ)		ASE ATCT	FD/CD CD	X																																																
Joseph Westfal (JW)		ASE ATCT	HO HO	X																																																
*Operating Initials																																																				
13. Signature of Facility Manager																																																				
Gregory L. Dyer																																																				



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

REPORT DATE

January 07, 2014

REPORT NO.

ASE-ATCT-0036

NAME OF REPORTING FACILITY

Tucson ATCT (TUS)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 05, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1652 N115WF CONTACTS CLEARANCE DELIVERY FOR CLEARANCE TO ASPEN, COLORADO.
- 1654 CLEARANCE DELIVERY ISSUES CLEARANCE TO N115WF.
- 1659 N115WF CALLS GROUND CONTROL READY FOR TAXI. GROUND CONTROL INSTRUCTS N115WF TO TAXI TO RUNWAY 11 LEFT VIA DELTA.
- 1702 N115WF IS CLEARED FOR TAKEOFF, RUNWAY 11 LEFT, BY LOCAL CONTROL.
- 1704 LOCAL CONTROL INSTRUCTS N115WF TO CONTACT TUCSON TERMINAL RADAR APPROACH CONTROL.

No More Follows



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

REPORT DATE

January 14, 2014

REPORT NO.

ASE-ATCT-0036

NAME OF REPORTING FACILITY

Tucson TRACON (U90)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

January 05, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1704 N115WF departed Tucson International Airport and established radio communications with Tucson Departure.
- 1705 Tucson Departure radar identified N115WF and instructed the aircraft to turn left direct BBALL.
- 1707 N115WF was handed off and frequency changed by Tucson Departure to Albuquerque ARTCC.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small>	REPORT DATE January 09, 2014	REPORT NO. ASE-TRACAB-0036
	NAME OF REPORTING FACILITY Albuquerque ARTCC (ZAB)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 05, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1707 R forty six controller pointed out november one one five whiskey to the adjacent sector ninety.
- 1708 November one one five whisky foxtrot checked on sector forty six's frequency climbing to one seven thousand. The r forty six controller issued a clearance direct to Winslow (INW) and a climb to flight level two five zero. The pilot of november one one five whisky foxtrot read the clearance back.
- 1711 R forty six controller shipped the pilot of november one one five whisky foxtrot to sector ninety one's frequency one three five point one five and the pilot read back the frequency change.
- 1712 The pilot of november one one five whisky foxtrot checked on sector ninety one's frequency. The r ninety one controller issued a climb to flight level three six zero and the pilot of november one one five whisky foxtrot read back the clearance.
- 1719 The r ninety one controller shipped november one one five whisky foxtrot to r fifty's frequency 128.12 and the pilot of november one one five whisky foxtrot read the frequency change back.
- 1720 The pilot of november one one five whisky foxtrot checked on sector fifty's frequency and the r fifty controller acknowledged.
- 1726 The r fifty controller issued a decent to flight level three four zero and the pilot of november one one five whisky foxtrot read the clearance back.
- 1728 R fifty controller shipped november one one five whisky foxtrot to sector sixty seven's frequency one three three point nine two, and the pilot of november one one five whisky foxtrot read the frequency change back.
- 1729 The pilot of november one one five whisky foxtrot checked on sector sixty seven's frequency and the r sixty seven controller acknowledged.
- 1735 The r sixty seven controller issued a descent to flight level three three zero and the pilot of november one one five whisky foxtrot read the clearance back.
- 1741 The r sixty seven controller shipped november one one five whisky foxtrot to Denver center sector twenty three's frequency one one eight point two two.

No More Follows



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

REPORT DATE

January 08, 2014

REPORT NO

ASE-ATCT-0036

NAME OF REPORTING FACILITY

Denver ARTCC (ZDV)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

January 05, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1742 N115WF checked on frequency with the Denver Center Sector 23 Radar Controller (R23) level at FL330.
- 1759 N115WF advised to expect holding instructions from the next controller concerning their arrival into Aspen (ASE). Communications with N115WF transferred to the Denver Center Sector 37 Radar Controller (R37). N115WF checked in with R37 level at FL330.
- 1800 R37 issued holding instructions to N115WF and advised them to expect further clearance at 1845. The holding instructions were repeated at the pilot's request and read back correctly.
- 1803 R37 descended N115WF to FL290.
- 1808 R37 advised N115WF the holding was due to ramp space at ASE and to anticipate holding until 1845. The holding clearance was amended to allow for longer leg lengths.
- 1813 After one turn in holding R37 cleared N115WF to ASE via direct PITMN intersection direct ASE.
- 1815 R37 descended N115WF to FL270.
- 1817 Communications with N115WF was transferred to the Denver Center Sector 12 Radar Controller (R12). N115WF checked on frequency with R12 level at FL270.
- 1821 R12 descended N115WF to FL200 and assigned a speed of 210 knots or less which was read back correctly.
- 1826 R12 instructed N115WF to resume normal speed and to cross PITMN intersection at 210 knots. The clearance was repeated at the pilots request.
- 1838 Communications with N115WF was transferred to Aspen Approach Control on frequency 123.8.

No More Follows



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

REPORT DATE

January 30, 2014

REPORT NO.

ASE-ATCT-0036

NAME OF REPORTING FACILITY

Aspen ATCT (ASE)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 05, 2014

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1838 N115WF checked in on Aspen Approach frequency
- 1839 Aspen Approach assigned 210 knots to N115WF and confirmed receipt of ATIS Papa, N115WF acknowledged
- 1841 Aspen Approach assigned heading 090 for sequence DME Echo approach, N115WF acknowledged
- 1843 Aspen Approach assigned descent to FL180 to N115WF, pilot acknowledged
- 1845 Aspen Approach assigned heading 330 to N115WF, pilot acknowledged
- 1847 Aspen Approach assigned heading 270 to N115WF, assigned climb to FL210 and called traffic on Learjet that was not following instructions. N115WF pilot acknowledged.
- 1848 Aspen Approach called traffic no factor, assigned N115WF heading 330, pilot acknowledged
- 1853 Aspen Approach assigned heading 270, pilot acknowledged
- 1854 Aspen Approach assigned descent to FL180, pilot acknowledged
- 1855 Aspen Approach assigned heading 150 to N115WF, pilot acknowledged
- 1858 Aspen Approach assigned heading 120 to N115WF, pilot acknowledged
- 1859 Aspen Approach assigned heading 090 to N115WF, pilot acknowledged
- 1900 Aspen Approach assigned heading 320 to N115WF, pilot acknowledged
- 1901 Aspen Approach assigned descent to 16,000 and issued the Aspen altimeter, pilot acknowledged
- 1905 Aspen Approach assigned heading 240 to N115WF, pilot acknowledged
- 1906 Aspen Approach asked, pilot confirmed receipt of ATIS Romeo, Aspen Approach cleared N115WF for descent to 13400, pilot acknowledged
- 1907 Aspen Approach asked N115WF if they were descending, pilot responded he was slowing the aircraft, Aspen Approach cleared N115WF for Localizer DME Echo approach with a 180 heading and a crossing restriction of 13400 at JARGU, pilot acknowledged
- 1908 Aspen Approach instructed N115WF to contact Tower (Local frequency), pilot acknowledged



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

REPORT DATE
 January 30, 2014

REPORT NO
 ASE-ATCT-0036

NAME OF REPORTING FACILITY
 Aspen ATCT (ASE)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- 1909 N115WF checked in on Local's frequency
- 1910 Aspen Tower issued current winds with clearance to land Runway 15, pilot acknowledged. Tower also relayed pilot report from previous landing aircraft (gain +20 kts) and cautioned for low level wind shear, pilot acknowledged
- 1911 N115WF announced missed approach with a 33 knot tailwind, Aspen Tower acknowledged and assigned an expedited climb to 16000 and instructions to execute published missed approach procedure, pilot acknowledged.
- 1912 Aspen Tower instructed N115WF to contact Departure, pilot acknowledged
- 1913 N115WF told Aspen Approach intentions were to do another approach, Aspen Approach assigned heading of 310 for the Localizer DME Echo approach, pilot acknowledged. Aspen Approach assigned descent to 13400, pilot acknowledged
- 1914 Aspen Approach assigned heading 290, N115W pilot acknowledged
- 1915 Aspen Approach assigned heading 020 to N115WF, pilot acknowledged, then Aspen Approach assigned heading 060, pilot acknowledged
- 1916 Aspen Approach cleared N115WF for Localizer DME Echo approach, pilot acknowledged
- 1918 Aspen Approach instructed N115WF to contact Tower (Local frequency), pilot acknowledged
- 1919 Aspen Tower instructed N115WF to continue on approach, and issued traffic for departing flight, N115WF pilot acknowledged
- 1920 Aspen Tower called traffic no factor, pilot acknowledged, Aspen Tower issued current winds and cleared N115WF to land Runway 15, pilot acknowledged
- 1922 Aspen Tower said "go around" multiple times on frequency as N115WF porpoised with multiple touches on runway. N115WF impacted runway. Emergency crew transmissions occurred to coordinate rescue/firefighting response.

12. ATS Personnel Involved, Continued.

Scott Miller (SM), ASE ATCT, HO HO, Eyewitness
 Garrison Field (GF), ASE ATCT, PLM PM, Eyewitness
 Gregory Lee Dyer (GD), ASE ATCT, N-A NR, Eyewitness

No More Follows

SECTION 3.
Normal Services Statement(s) and Certified Index(es)




Federal Aviation Administration

Memorandum

Date: January 07, 2014

To: Aspen Airport Traffic Control Tower

From:  James M. Kemper, Manager, Tucson Airport Traffic Control Tower

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, N115WF
ASPEN, CO, January 05, 2014

All services provided by Tucson Airport Traffic Control Tower were normal, and there were no pertinent transmissions.

Attachments

CERTIFIED INDEX

January 07, 2014

I certify that the following originals are on file in this office.

FAA Form 7230-4

FAA Form 7230-10


FAA Form 8020-6-1

FAA Form 8020-26

Certified Original Copy(ies) of Voice Recording(s)

Certified Working Copy(ies) of Voice Recording(s)

Flight Progress Strip(s)


James M. Kemper
Manager, Tucson ATCT



Federal Aviation Administration

Memorandum

Date: January 07, 2014

To: Aspen Airport Traffic Control Tower

From: 
Barry Sill, Manager, Tucson Terminal Radar Approach Control Facility

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, N115WF
ASPEN, CO, January 05, 2014

All services provided by Tucson Terminal Radar Approach Control Facility were normal, and there were no pertinent transmissions.


Attachments:

CERTIFIED INDEX

January 07, 2014

I certify that the following originals are on file in this office:

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-26
Personnel Log(s)
Certified Working Copy(ies) of Voice Recording(s)
Facility Layout Chart(s)
Continuous Data Recording (CDR)
Flight Progress Strip(s)


Barry Sill
Manager, Tucson TRACON



Federal Aviation Administration

Memorandum

Date: January 07, 2014

To: Aspen Terminal Radar Approach Control in Tower Cab

From: [REDACTED] *rh*
Dino Hall, Acting Manager, Albuquerque Air Route Traffic Control Center

Subject: **INFORMATION:** Normal Service Statement
Aircraft Accident, N115WF
Aspen, CO, January 05, 2014

All services provided by Albuquerque Air Route Traffic Control Center were normal, and there were no pertinent transmissions.

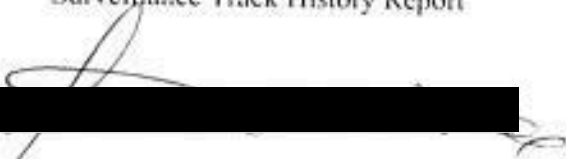
Attachments

CERTIFIED INDEX

January 06, 2014

I certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-26
Personnel Log(s)
Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
Facility Layout Chart(s)
National Track Analysis Report
Surveillance Track History Report


Dino Hall
Acting Manager, Albuquerque ARTCC




Federal Aviation Administration

Memorandum

Date: January 08, 2014

To: Aspen Airport Traffic Control Tower

From: Kevin W. Stark, Manager, Denver Air Route Traffic Control Center 

Subject: **INFORMATION**: Normal Service Statement
Aircraft Accident, N115WF
Aspen, CO, January 05, 2014

All services provided by Denver Air Route Traffic Control Center were normal,
and there were no pertinent transmissions.

Attachments

CERTIFIED INDEX

January 08, 2014

I certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-26
Personnel Log(s)
Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
Facility Layout Chart(s)
National Track Analysis Report
Surveillance Track History Report
Input Output Log Report




Kevin W. Stark
Manager, Denver ARTCC

CERTIFIED INDEX

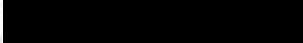
January 30, 2014

I certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6
FAA Form 8020-6-1
FAA Form 8020-9
FAA Form 8020-3
FAA Form 8020-26
Certified Original Copy(ies) of Voice Recording(s)
Certified Working Copy(ies) of Voice Recording(s)
Facility Layout Chart(s)
Airport Diagram
Continuous Data Recording (CDR)
Transcription(s) of Voice Recording(s)
Flight Progress Strip(s)
Mandatory Occurrence Report


Gregory L. Hoyer
Acting Manager, Aspen ATCT

SECTION 4.
FAA Form(s) 7230-4, Daily Record of Facility Operation

DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 1 of 1
				DATE Jan 5, 2014
LOCATION	IDENTIFICATION	TITLE FACILITY	OPERATING POSITION	CHECKED BY
Aspen, CO	ASE	ATCT	ONIC	Virginia M. Golden
UTC TIME	REMARKS			
1400	G. FIELD ON, WCLC, CPPL; SECON YELLOW, ENROUTE "B" IN AIRCRAFT DATA TAG DISAPPEARS WHEN HANDED OFF TO ZDV. TECH OPS IS AWARE. -- GF			
1520	210KTS. ZDMIT ALL GATES, NO OVERFLIGHTS. ZDV/TMU -- GF			
1601	15 MIN DDLY. ZDV/TMU -- GF			
1616	30 MIN DDLY. ZDV/TMU. -- GF			
1647	15 MIN DDLY. ZDV/TMU -- GF			
1717	30 MIN DDLY. ZDV/TMU. -- GF			
1734	45 MIN DDLY. -- GF			
1740	30 MIT. ZDV/TMU. -- GF			
1745	60 MIN DDLY. ZDV/TMU. -- GF			
1802	45 MIN DDLY. ZDV/TMU. -- GF			
1805	30 MIN DDLY. ZDV/TMU. -- GF			
1811	OUT OF DDLY. EDV/TMU. -- GF			
1915	WCLC. -- GF			
2031	ALL GATE RESTRICTIONS CNCL. ZDV/TMU. -- SM			
2055	PAPI LIGHTS OTS. DOCC/SA. -- SM			
0000	W HALL ON. -- WH			
M 0129	ASE-M-2014/01/05-0001 -- N115WF -- GF			
M 0136	ASE-M-2014/01/05-0002 -- N7HB -- GF			
0300	COR. -- NH			
I CERTIFY that entries above are correct that all scheduled operations have been accomplished except as noted, and that all abnormal occurrences and conditions have been recorded.				SIGNATURE (s) OF ZDV/TMU SUPERVISOR(S) 

FAA Form 7230-4

ASE-ATCT-0036

N115WF

SECTION 5.
Personnel Log(s)

PERSONNEL LOG		REGION		FACILITY		AREA ID			DATE		
		ANM		ASE		OPERATIONS			MONTH: JAN	DAY: 05	YEAR: 2014
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	HOURS ON LEAVE	LEAVE TYPE	HOURS NON POSITION DUTIES ASGNDE	HOURS POSITION DUTIES ASGNDE	REMARKS FOR: ALL ABSENCES FROM FACILITY, TRNG, TDY AND NON POSITIONAL DUTIES		
FIELD, GARRISON (GP) 06:30 - 14:30	R	06:30	14:30	13+15			07+05	06+10			
	9	14:30	16:30								
	116	16:30	18:30								
	8	18:30	19:45								
BRIONES, RENE (RB) 06:45 - 14:45	R	06:45	08:00	01+15	06+45	Leave	00+00	00+57			
HEAVER, BRIAN (GO) 06:45 - 14:45	R	06:45	14:45	11+15			05+37	04+17			
	8	14:45	16:45								
	116	16:45	18:00								
JUNGE, MICHELLE (MJ) 06:45 - 14:45	R	06:45	14:45	11+16			04+41	04+24			
	8	14:45	16:45								
	116	16:45	18:01								
OSENGA, NATHANIEL (RJ) 06:45 - 14:45	R	06:45	14:45	11+16			04+39	04+48			
	8	14:45	16:45								
	116	16:45	18:01								
WESTFAL, JOSEPH (JW) 06:45 - 14:45	R	06:45	14:45	11+20			04+53	05+07			
	8	14:45	16:45								
	116	16:45	18:05								
BOTKIN, JONATHAN (JB) 07:45 - 15:45	R	07:45	15:45	10+15			04+05	04+55			
	116	15:45	18:00								
SMITH, LAURA (LA) 08:45 - 16:45	R	08:45	16:45	09+26			05+44	02+42			
	116	16:45	18:11								
GELROTH, KYLE (KG) 09:46 - 17:46	R	09:46	17:46	08+24			04+14	03+02			
	116	17:46	18:10								
HEUSTIS, BRANDYN (BN) 11:10 - 19:10	R	11:10	19:10	08+00			00+28	05+57			
MILLER, SCOTT (SM) 12:15 - 20:15	R	12:15	20:15	08+00			05+15	01+51			
WATSON, CHAD (ZZ) 12:15 - 20:15					08+00	Leave	00+00	00+00			
DYER, GREG (GD) RDO	1	10:00	20:00	10+00			00+00	00+00			
HALL, WAYNE (WH) RDO	8	15:00	20:15	05+15			00+23	03+39			
HOOKE, JENNIFER (CJ) RDO	8	15:20	20:05	04+45			00+42	03+38			
SUPERVISORY CERTIFICATE	NAME	CODE	TIME ON	TIME OFF	INTLS	NAME	CODE	TIME ON	TIME OFF	INTLS	

THE SIGNATURES ABOVE CERTIFY THAT THE ABOVE ENTRIES ARE CORRECT
(Signatures and times in charge are noted on FAA Form 7230-4, Daily Record of Facility Operation)

SECTION 6.

FAA Form(s) 7230-10, Position Log, or automated equivalent

POSITION LOG					
FLIGHT#	POSITION CENTER		IN POS	DATE	
ASE	TC		AC	01/05/2014	
IN TIME	IN INITIALS	IN TIME OFF	IN CODE	WHERE CLASSIFIED	
				IN POSITION CENTER	IN POSITION TYPE
2205	WH	2209	C		
2210	WH	2240	C		
2241	CJ	2351	C		
2352	CJ	0029	C		
0030	WH	0110	C		
0111	WH	0116	C		
0117	CJ	0259	C		
0300		0659		Closed	
CODE: C - ATCS/ATA S - Supervisor/Staff Spec T - Trainee/Developmental M - Trainee/Developmental Monitoring R - Trainee/Developmental Certification/ Evaluation					

FAA Form 7230-10 (9-04) NSN 0652-09-024-6100 Electronic Version (Dev/Form)
 FOR OFFICIAL USE ONLY Public Availability to be determined under 5 U.S.C. 552

ASE-ATCT-0036
 N115WF

POSITION LOG					
IN FACILITY ID	IN POSITION NUMBER		IN POS	IN DATE	
ASE	TC		AC	01/05/2014	
IN TRAC ID	IN AFFALS	IN TRAC OFF	IN CODE	WHERE TRAINED	
				IN POSITION NUMBER	IN POSITION TIME
0700		1359		Closed	
1400	JW	1457	C		
1400	RB	1457	T		
1458	GF	1542	S		
1543	JW	1718	C		
1719	LA	1825	C		
1826	KG	1859	C		
1900	LA	1936	C		
1937	SM	1939	C		
1940	SM	2022	C		
2023	KG	2106	C		
2107	RJ	2144	C		
2145	RJ	2200	C		
2201	SM	2204	C		
CODE: C - ATCS/ATA S - Supervisor/Staff Spec T - Trainee/Developmental M - Trainee/Developmental Monitoring R - Trainee/Developmental Certification/ Evaluation					

FAA Form 7230-10 (6-94) NNM 0052-00-024-0102 Electronic Version (Digital Form)
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ASE-ATCT-0036

N115WF

POSITION LOG					
UNIVERSITY #	UN POSITION NUMBER	UN CODE	UN DATE		
ASE	LC	LC	01/05/2014		
TIME IN	HOURS	TIME OFF	UN CODE	WHERE COMPLETED	
				UN POSITION NUMBER	UN POSITION TYPE
0700		1359		Closed	
1400	GO	1547	C		
1548	JB	1621	C		
1622	GO	1732	C		
1733	RJ	1851	C		
1852	GO	1930	C		
1931	BN	2112	C		
2113	JB	2114	C		
2115	JW	2145	C		
2146	BN	2316	C		
2317	WH	2348	C		
2349	BN	0154	C		
0155	WH	0259	C		
0300		0659		Closed	
CODE: C - ATCS/ATA S - Supervisor/Staff Spec T - Trainee/Developmental M - Trainee/Developmental Monitoring R - Trainee/Developmental Certification/ Evaluation					

FAA Form 7230-10 (5-04) NPN 9052-00-024-6102 Electronic Version (OpenForm)
 FOR OFFICIAL USE ONLY Public Availability to be determined under 5 U.S.C. 552

ASE-ATCT-0036

N115WF

POSITION LOG					
01 - FACILITY ID	02 - POSITION NUMBER		03 - POS	04 - DATE	
ASE	CD		CD	01/05/2014	
05 - TIME ON	06 - INITIALS	07 - TIME OFF	08 - CODE	09 - WHERE COMBINED	
				10 - POSITION NUMBER	11 - POSITION TYPE
1400	MJ	1544	C		
1400		1359		GC	GC
1545		1634		GC	GC
1635	MJ	1805	C		
1806	GO	1844	C		
1845	MJ	1920	C		
1921	RJ	1936	C		
1937		2122		GC	GC
2123	JB	2231	C		
2232		0500		GC	GC

CODE:
 C - ATCS/ATA
 S - Supervisor/Staff Spec
 T - Trainee/Developmental
 M - Trainee/Developmental Monitoring
 R - Trainee/Developmental Certification/
 Evaluation

ASE-ATCT-0036

N115WF

POSITION LOG					
(1) PREFIX ID	(2) POSITION IDENTIFIER		(3) POS	(4) DATE	
ASE	GC		GC	01/05/2014	
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	(9) WHERE COMBAT?	
				(10) POSITION NUMBER	(11) POSITION TYPE
1400	RJ	1450	C		
1400		1359		LC	LC
1451	JB	1544	C		
1545	MJ	1553	C		
1554	LA	1651	C		
1652	JB	1814	C		
1815	BN	1852	C		
1853	JB	1930	C		
1931	KG	2018	C		
2019	MJ	2041	C		
2042		2057		LC	LC
2058	JB	2112	C		
2113		0500		LC	LC
CODE: C - ATCS/ATA S - Supervisor/Staff Spec T - Trainee/Developmental M - Trainee/Developmental Monitoring R - Trainee/Developmental Certification/ Evaluation					

FAA Form 7238-10 (9/04) NSN 9652-99-024-6102 Electronic Version (Do not Fax)
 FOR OFFICIAL USE ONLY Public Availability to be determined under 5 U.S.C. 552

ASE-ATCT-0036

N115WF

POSITION LOG					
(1) FACILITY ID	(2) POSITION CENTER	(3) POSN	(4) DATE		
ASE	HO	HO	01/05/2014		
TIME ON	AGENCY	TIME OFF	JOB CODE	VIEW CLASSIFICATION	
				(5) POSITION CENTER	(6) POSITION TYPE
1400		1525		TC	AC
1526	RJ	1653	C		
1654	KG	1749	C		
1750	JW	1919	C		
1920	SM	1936	C		
1937		0300		TC	AC
CODE: C - ATCS/ATA S - Supervisor/Staff Spec T - Trainee/Developmental M - Trainee/Developmental Monitoring R - Trainee/Developmental Certification Evaluation					

FAA Form 7230-10 (6-94) NPS 8952-00-024-6182 Electronic Version (DowForm)
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ASE-ATCT-0036

N115WF

POSITION LOG					
(1) FACILITY ID	(2) POSITION NUMBER		(3) POS.	(4) DATE	
ASE	OS		SC	01/05/2014	
(5) TIME IN	(6) INITIALS	(7) TIME OUT	(8) CODE	WHERE CLOSED	
				(9) REASON NUMBER	(10) POSITION TYPE
0700		1329		Closed	
1330	GF	1939	S		
1940	SM	2106	C		
2107	JW	2144	C		
2145	JW	2209	C		
2210	WH	2351	C		
2352	CJ	0029	C		
0030	WH	0110	C		
0111	CJ	0259	C		
0300		0659		Closed	
CODE: C - ATCS/ATA S - Supervisor/Staff Spec T - Trainee/Developmental M - Trainee/Developmental Monitoring R - Trainee/Developmental Certification/ Evaluation					

FAA Form 7230-10 (5-04) NDI: 8052-00-024-6132 Electronic Version (OpenForm)
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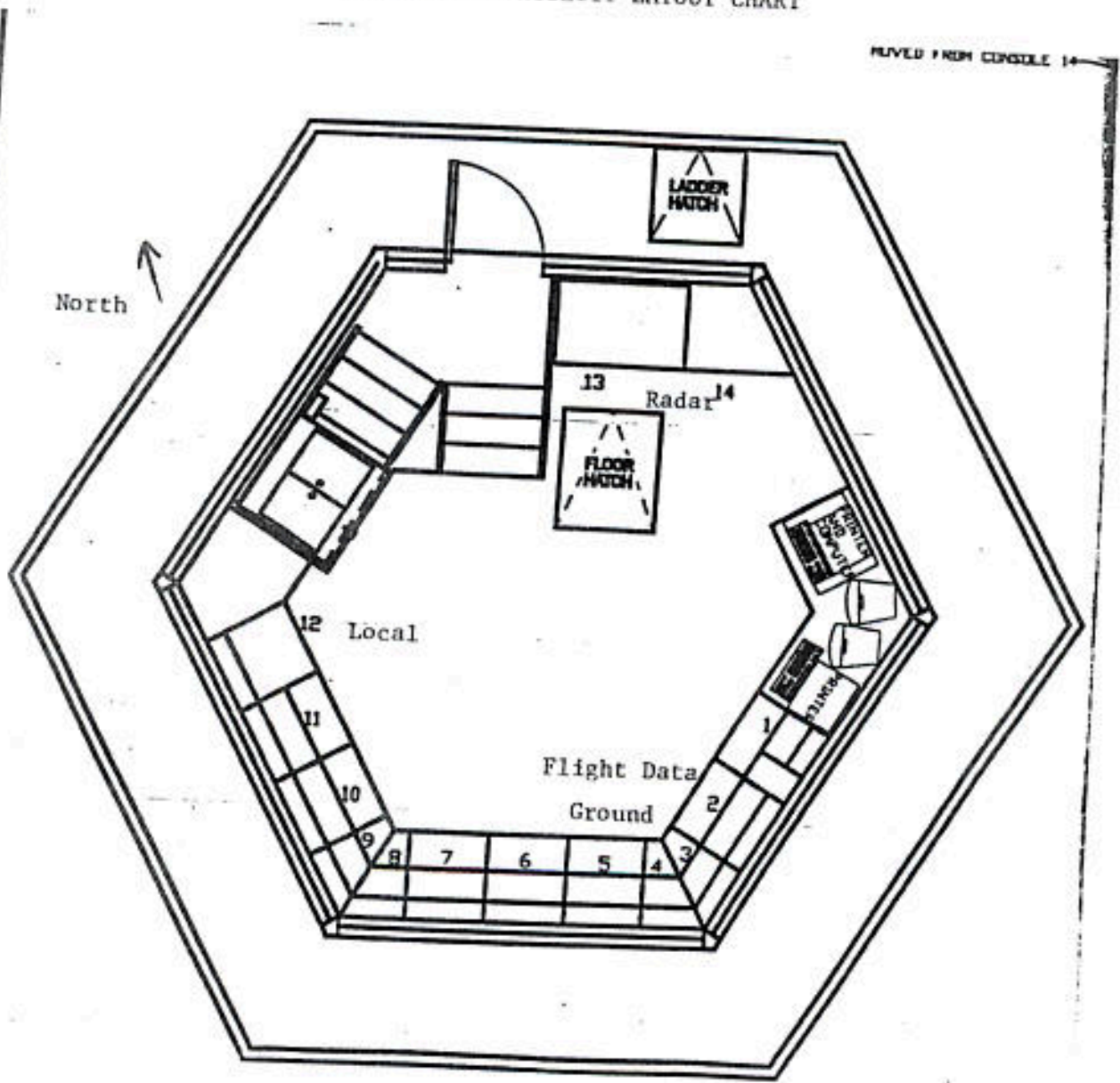
ASE-ATCT-0036

N11SWF

SECTION 7.
Facility Layout Chart(s)

ASPEN ATCT FACILITY LAYOUT CHART

MOVED FROM CONSOLE 14

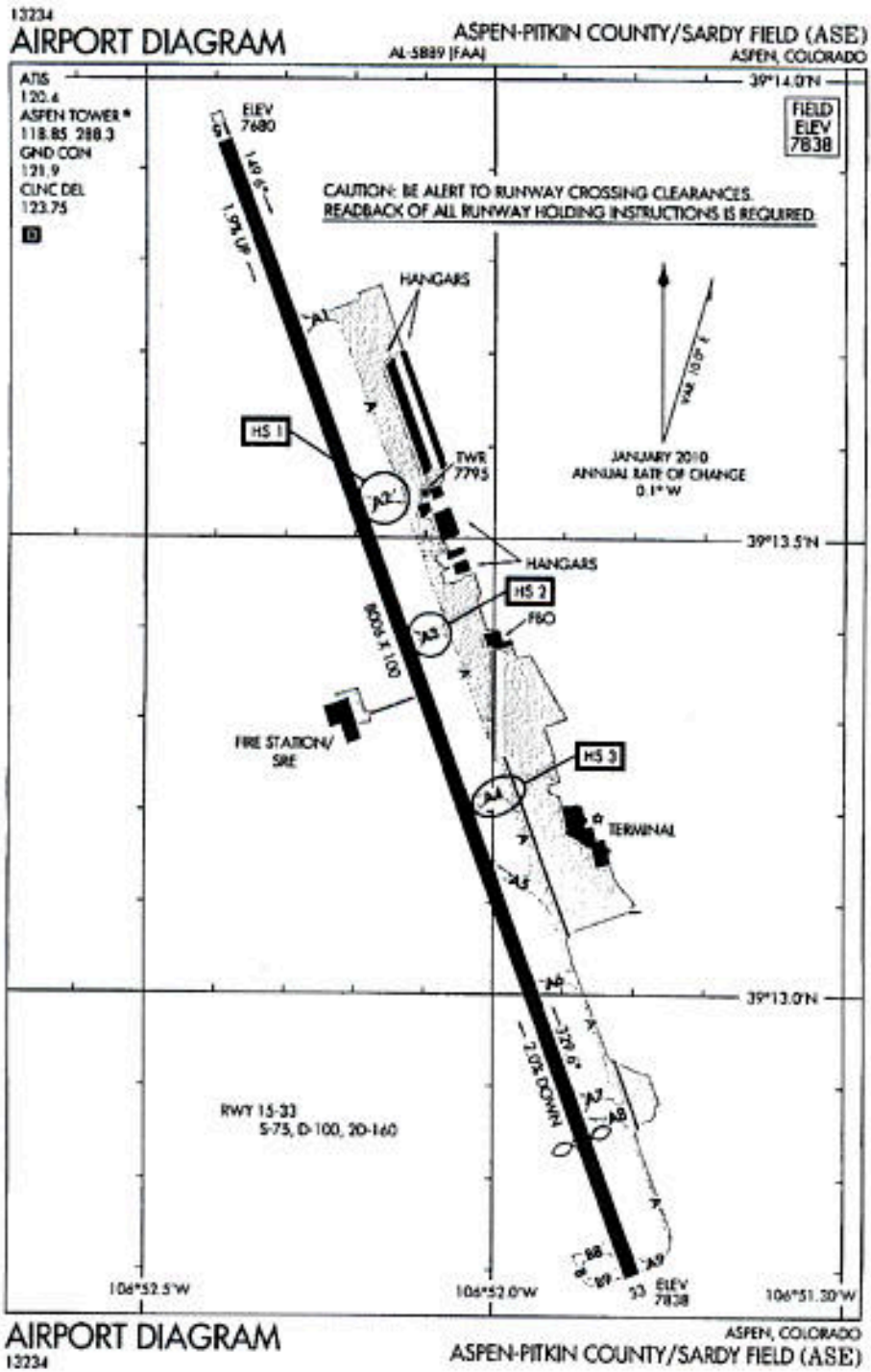


ASE-ATCT-0036

N115WF

SECTION 8.
Airport Diagram

DIAGRAM NOT TO SCALE



ASE-ATCT-0036

N115WF

SECTION 9.
Flight Progress Strip(s) and/or In-Flight Contact Record(s)

Flight Progress Strip(s)

Aspen ATCT January 05, 2014 UTC

N115WF 3 CL60/L 639	R	2664	A1820	IFR	2600 180 210			
		JNC 102/050						
		PITMN						
				ASE (34) 160	OFRC...PLAYBOOK ***			

N115WF 5 CL60/L 639	ASEO R	2664	A1837	IFR	134			
		JNC 110/045						
		PITMN						
				ASE	OFRC...PLAYBOOK ***			

SECTION 10.
Transcription of Voice Recording(s)



Federal Aviation Administration

Memorandum

Date: February 10, 2014

To: Aircraft Accident File ASE-ATCT-0036

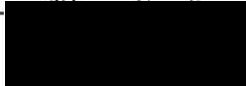
From: Aspen Airport Traffic Control Tower

Subject: INFORMATION: Partial Transcript
 Aircraft Accident, N115WF
 Aspen, CO, January 05, 2014

This transcription covers the Aspen Airport Traffic Control Tower (ATCT) TC TC position for the time period from January 05, 2014, 1833 UTC, to January 05, 2014, 1924 UTC.

Agencies Making Transmissions	Abbreviations
N115WF	N115WF
Aspen ATCT/TRACAB Terminal Control (TC) Position	APPROACH

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N115WF.


 Gregory L. Dyer
 Acting Air Traffic Manager
 Aspen ATCT/TRACAB

1833
 (1834-1837)

1838

1838:47 N115WF aspen approach november one one five whiskey fox level flight level two zero zero

1839

1839:07 APPROACH november one one five whiskey foxtrot aspen approach reduce speed to two one zero knots verify information foxtrot er correction information papa

1839:20 APPROACH november one one five whiskey foxtrot aspen approach verify information papa reduce speed to two one zero or less

1839:27 N115WF we got papa sir and november one one five whiskey fox and

ASE-ATCT-0036
N115WF

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we have two ten

1840
1841

1841:40 APPROACH november five whiskey foxtrot fly heading zero niner zero
vector for sequence localizer d m e echo approach

1841:49 APPROACH november five whiskey foxtrot do you copy

1841:53 N115WF you were stepped on can you repeat

1841:55 APPROACH november five whiskey foxtrot fly heading zero niner zero
vector for sequence

1842:00 N115WF roger zero niner zero on the heading vector one one five
whiskey fox

1843

1843:15 APPROACH november five whiskey foxtrot decend and maintain flight
level one eight zero

1843:18 N115WF cleared to one eight zero one one five whiskey fox

1844
1845

1845:22 APPROACH november five whiskey foxtrot turn left heading three
three zero

1845:27 APPROACH november five whiskey foxtrot turn left heading three
three zero

1845:31 N115WF three three zero on the heading november one one five
whiskey fox

1846
1847

1847:38 APPROACH november one er one er five whiskey foxtrot turn left
heading two seven zero

1847:43 N115WF two seven zero on the heading

1847:45 APPROACH november five whiskey foxtrot traffic eleven o clock seven
miles eastbound climbing thru one seven thousand six
hundred a learjet

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N115WF

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1847:52 N115WF okay looking

1847:54 APPROACH november five whiskey foxtrot that is traffic is a
gulfstream turn left heading two seven zero climb and
maintain flight level two one zero expedite your climb
1848

1848:03 APPROACH november five whiskey foxtrot expedite your climb climb
and maintain flight level two one zero immediately

1848:09 N115WF okay uh uh climbing to two one zero one one whiskey fox

1848:13 APPROACH november five whiskey foxtrot climb and maintain flight
level two one zero immediately traffic twelve oh clock
five miles eastbound a gulfstream at one seven thousand

1848:23 N115WF leaving eighteen thousand for two one zero

1848:35 APPROACH november five whiskey foxtrot traffic no factor

1848:38 N115WF okay leaving eighteen thousand nine hundred you want us to
come down to eighteen thousand again

1848:51 APPROACH november five whiskey foxtrot turn right heading three
three zero

1848:53 N115WF three three zero on the heading
1849
1850

1850:52 N115WF november one one five whiskey fox level two one through
two one three

1850:56 APPROACH november five whiskey foxtrot uh aspen approach uh fly
heading thee zero zero try to get you in as soon as i can
1851

1851:03 N115WF (unintelligible) three zero zero on the heading

1851:06 APPROACH november five whiskey foxtrot that's heading three three
zero

1851:09 N115WF okay now maintain three three zero
1852
1853
1853:03 APPROACH november five whiskey foxtrot turn left heading two seven zero

1853:05 N115WF two seven zero on the heading whiskey fox
1854

1854:45 APPROACH november five whiskey foxtrot descend and maintain flight level one eight zero

1854:48 N115WF one eight zero whiskey uh one whiskey fox
1855

1855:35 APPROACH november five whiskey foxtrot turn left heading one five zero

1855:37 N115WF one five zero on the heading whiskey fox
1856
1857
1857:26 N115WF one one five whiskey fox uh do you want us to intercept the localizer or maintaining this heading

1857:29 APPROACH november five whiskey foxtrot maintain that heading you'll be number three er number four to the air three to the airport now

1857:37 N115WF roger

1857:40 APPROACH i have one through five all right on tower on tower one eight zero to intercept uh he's going to rifle he's at one six thousand heading three three zero not given his clearance yet kay xray alpha victor alpha lima one seven thousand three three zero five whiskey foxtrot is heading one five zero flight level one eight zero was gonna bring him back around was my plan kay and that is it
communication status normal no other coordination l s p g
1858

1858:20 APPROACH november five whiskey foxtrot fly heading one two zero

1858:24 N115WF one two zero on the heading november one one five whiskey fox
1859

1859:06 APPROACH november five whiskey foxtrot turn left heading zero niner

zero

1859:09 N115WF zero nine zero on the heading november one one five
whiskey fox
1900

1900:54 APPROACH november five whiskey foxtrot turn left heading three two
zero

1900:58 N115WF three two zero november one one five whiskey fox
1901

1901:21 APPROACH november five whiskey foxtrot descend and maintain one
seven thousand aspen altimeter three zero zero eight

1901:29 N115WF could you say the altitude again please for whiskey fox

1901:31 APPROACH november five whiskey foxtrot descend and maintain one six
thousand aspen altimeter three zero zero eight

1901:41 N115WF okay three zero zero eight one six thousand on the
altitude
1902
(1903-1904)
1905

1905:16 APPROACH november five whiskey foxtrot turn left heading two four
zero

1905:19 N115WF two four zero on the heading november one one five whiskey
fox
1906

1906:12 APPROACH november five whiskey foxtrot verify you have information
romeo

1906:15 N115WF uh we have romeo ((unintelligible))

1906:19 APPROACH november five whiskey foxtrot thank you descend and
maintain one three thousand four hundred

1906:23 N115WF thirteen thousand four hundred november one one five
whiskey fox
1907

1907:13 APPROACH november five whiskey foxtrot verify descending one three

thousand four hundred

- 1907:18 N115WF yes uh we're uh slowing down the aircraft
- 1907:44 APPROACH november five whiskey foxtrot four miles from jargu turn left heading one eight zero cross jar goo at or above one three thousand four hundred cleared localizer d m e echo approach
- 1907:52 N115WF okay cleared the localizer d uh d m e approach one five one one five whiskey fox
- 1908:00 APPROACH november five whiskey foxtrot cross jargu at one three thousand four hundred or above cleared localizer d m e echo approach
- 1908:06 N115WF roger one localizer echo approach and thirteen thousand four hundred or above
- 1908:51 APPROACH november five whiskey foxtrot contact tower
- 1908:54 N115WF uh we'll contact tower one whiskey fox
1909
- 1909:42 APPROACH november five whiskey foxtrot contact tower
1910
1911
1912
- 1912:53 N115WF departure november one one five whiskey fox level at one six climbing to one six thousand
- 1912:59 APPROACH november one one five whiskey foxtrot aspen departure say intentions
1913
- 1913:03 N115WF okay do we turn back ehh and do another approach uh we got a tailwind of thirty knots
- 1913:10 APPROACH november five whiskey foxtrot roger fly heading three one zero vector localizer d m e echo approach
- 1913:16 N115WF three one zero and vectors again for localizer one five

bye

1913:21 N115WF one five i'm sorry

1913:42 APPROACH november five whiskey foxtrot descend and maintain one three thousand four hundred

1913:44 N115WF one three thousand four hundred
1914

1914:07 APPROACH november five whiskey foxtrot fly heading two niner zero

1914:10 N115WF now heading two nine zero one one five whiskey fox
1915

1915:12 APPROACH november one one five whiskey foxtrot turn right heading zero two zero

1915:18 N115WF zero two zero on the heading one one five whiskey fox

1915:32 N115WF confirm one five whiskey fox zero two zero on the heading

1915:36 APPROACH november five whiskey foxtrot turn right heading zero six zero now

1915:40 N115WF zero six zero now
1916

1916:56 APPROACH november five whiskey foxtrot four miles from jargu turn right heading one two zero cross jargu at one three thousand four hundred cleared localizer d m e echo approach
1917

1917:05 N115WF one two zero on the heading to intercept localizer d m e one five one one five whiskey fox

1917:10 APPROACH and november five whiskey foxtrot that's cleared localizer d m e echo approach

1917:15 N115WF localizer d m e echo approach november one one five whiskey fox
1918

1918:01 APPROACH november five whiskey foxtrot contact tower

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N115WF

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1918:04 N115WF contact tower
1919
(1920-1923)
1924

End of Transcript



Federal Aviation Administration


Memorandum

Date: February 03, 2014
 To: Aircraft Accident File ASE-ATCT-0036
 From: Aspen Airport Traffic Control Tower
 Subject: **INFORMATION:** Partial Transcript
 Aircraft Accident, N115WF
 Aspen, CO, January 05, 2014

This transcription covers the Aspen Airport Traffic Control Tower (ATCT) LC LC position for the time period from January 05, 2014, 1904 UTC, to January 05, 2014, 1941 UTC.

Agencies Making Transmissions	Abbreviations
Aspen ATCT/TRACAB Local Control (LC) Position	LOCAL
N115WF	N115WF
STRIKER69-Airport Rescue/Firefighting Vehicle	STRIKER
Operations 14, Aspen airport operations management vehicle	OPS14
Unknown	UNKNOWN
N455QS	N455QS
N73KH	N73KH

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N115WF.


 Gregory M. Dye
 Acting Air Traffic Manager
 Aspen ATCT/TRACAB

1904
 (1905-1908)

1909
 1909:31 LOCAL november one one five whiskey foxtrot aspen tower

1909:59 N115WF aspen tower november one one five whiskey fox we're uh
 nine miles out

1910

1910:04 LOCAL november one one five whiskey foxtrot aspen tower wind two

niner zero at one niner one minute average wind three two zero at one two gust two five runway one five cleared to land

1910:15 N115WF okay wind ur runway cleared to land and roger on the wind

1910:20 LOCAL november one one five whiskey foxtrot un (unintelligible) disregard

1910:38 LOCAL november five whiskey foxtrot falcon just reported a gain of twenty knots uh use caution for low level wind shear

1910:45 N115WF uh roger
1911

1911:07 LOCAL winds three one zero at one zero

1911:18 N115WF kay uh missed approach november one one five whiskey fox uh thirty three knots of tailwind

1911:26 LOCAL november one one five whiskey foxtrot execute published missed

1911:30 N115WF okay

1911:37 LOCAL november one one five whiskey foxtrot climb and maintain one six thousand expedite your climb execute published missed uh one six thousand on the missed

1911:45 N115WF we're executing uh climbing to one six thousand
1912

1912:38 LOCAL november five whiskey foxtrot contact departure one two three point eight

1912:46 LOCAL november five whiskey foxtrot contact departure one two three point eight

1912:50 N115WF one two three point eight
1913
(1914-1917)

1918
1918:37 LOCAL november one one five whiskey foxtrot aspen tower
1919

1919:21 LOCAL november one one five whiskey foxtrot aspen tower

1919:24 N115WF go ahead

1919:26 LOCAL runway one five continue for november one one five whiskey
foxtrot

1919:28 N115WF we'll continue the one one five whiskey foxtrot

1919:42 LOCAL november one one five whiskey foxtrot traffic twelve oh
clock seven miles turning westbound nine thousand two
hundred

1919:47 N115WF i f r
1920

1920:08 LOCAL november one one five whiskey foxtrot traffic no factor uh
disregard traffic no factor westbound now

1920:14 N115WF roger one one five whiskey foxtrot in i f r conditions now
(unintelligible)

1920:35 LOCAL november one one five whiskey foxtrot winds three three
zero at one six runway one five cleared to land one
minute average three two zero one four gust two five

1920:45 N115WF roger one one five whiskey fox
1921
1922

1922:04 LOCAL go around go around go around go around

1922:56 STRIKER aspen tower striker six niner uh request emergency
(unintelligible)
1923

1923:01 LOCAL striker proceed to the downed aircraft

1923:03 STRIKER striker (unintelligible) proceed (unintelligible) aircraft
1924

1924:02 OPS14 aspen tower ops one four

1924:05 LOCAL ops one four aspen tower proceed to the downed aircraft if needed

1924:09 OPS14 ops one four proceed to the downed aircraft uh via alpha to alpha six and the runway

1924:15 OPS14 we show the uh runway closed

1924:18 LOCAL runway is closed sir

1924:19 OPS14 thank you
1925

1925:14 UNKNOWN aspen tower uh emergency vehicles coming on the runway one five three three

1925:19 LOCAL emergency vehicles proceed on runway one five three three
1926
1927

1927:04 N455QS aspen tower gulfstream four five five quebec sierra

1927:10 LOCAL quebec sierra aspen tower

1927:11 N455QS yeah we uh we witnessed the whole thing live from our vantage point so if you guys need any alpha row witnesses let us know

1927:19 LOCAL and uh roger can i have your call sign one more i'll pass it along to my supe sir

1927:23 LOCAL november four five five q s

1927:26 N455QS it happened right in front of us

1927:31 N455QS looked like an rj

1927:33 UNKNOWN (unintelligible)

1927:37 N73KH yes sir this is seven three kilo hotel i saw the same thing in front of me and it's uh a challenger over

1927:44 LOCAL seven three kilo hotel i copied your information as well um i'll pass it along to the supe thank you guys

1928

1929

1930

1930:55 OPS14 aspen tower ops one four

1930:57 LOCAL ops one four aspen tower

1930:59 OPS14 do you have a tail number for the aircraft

1931

1931:04 LOCAL it is november one one five whiskey foxtrot a challenger sixty

1931:10 OPS14 one one five whiskey fox thanks

1931:29 LOCAL i have d s i through five for local runway one five three three is closed it is unavailable um it is occupied right now by striker and ops there was a downed aircraft about uh midway field in sight um all these guys they're at some of them are asking me if they can taxi back or whatever i just keep switching them to ground okay okay but i'm leaving the strips here in case ground needs em kay all your communications statuses are good there's no nordo aircraft no coordination agreements at this time i have no questions all right g o (unintelligible)

1932

(1933-1934)

1935

1935:09 LOCAL two minutes g o

1936

(1937-1940)

1941

End of Transcript

SECTION 11.

FAA Form(s) 8020-3, Facility Accident/Incident Notification Record



FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD

Aircraft Identification

N115WF

Date

1/5/14

Airport

KASE

The order and number of call will be determined by the situation involved.

	Phone No	Time	Initials	
			Caller	Recipient
Airport Emergency Equipment	RED PHONE	1922	NWS	ASPT
Additional Emergency Equipment	[REDACTED]	11		
Search and Rescue	ZDV COM	1923	GF	AK
*Washington Operations Center (WOC)	[REDACTED]	1930	GF	KB
Region Operations Center (ROC)	[REDACTED]	1925	GD	
Domestic Events Network (DEN)	[REDACTED]	1922	GF	RS
Air Traffic Manager	[REDACTED]	1922	None	
Flight Standards District Office (FSDO)	[REDACTED]	1930	GF	KB
System Safety Investigations	[REDACTED]	1930	GF	KB
National Transportation Safety Board (NTSB)	[REDACTED]	11	11	KB
System Maintenance Organization Manager	[REDACTED]	2135	GF	JD
Law Enforcement	[REDACTED]	1922	Crash Phone	
National Weather Service (NWS)	[REDACTED]	1928	GF	TR
Military Authority	[REDACTED]	223	GF	SE
Airport Authority	[REDACTED]	1922	Crash Phone	
Aircraft Operator	[REDACTED]	-		
Operational Control Center (OCC)	TN	1922	GF	TN
NATCA	[REDACTED]	1922	LA	LA

Form Updated by (Name, Title, Facility): Ginger Golden, Air Traffic Manager, Aspen TRACAB

Date: 6/28/13

* Accidents requiring telephone notification to Washington shall be made immediately following notification for emergency equipment and/or search and rescue

SECTION 12.

FAA Form(s) 8020-26, Personnel Statement



**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT**

1. Name of Reporting Facility:
ROSEMOUNT

2. Report Number:

ASE-ATCT-0036

3. Aircraft Identification and Type:
N115WF / C1460

4. Location of Accident/Incident:
ASPEN, COLORADO

5. Date/Time of Accident/Incident (UTC):
1/5/14 1922Z

6. Name (Operating Initials):
Kule J. Gelatin (KG)

7. Title:

AIR TRAFFIC CONTROL SPECIALIST

8. Position and Time (UTC):

Approach Control (TC) 1837-1857Z

9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand 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.

10. Text of Statement:

ORIGINAL

SUPPLEMENTAL

COMMENT

NO COMMENT

I was working approach control when N115WF checked
on for approach into Aspen. I verified he had the
current ATIS/weather information, and vectored the aircraft
for sequence to the airport. I was relieved from
position at 1857Z and found out later that
the aircraft had crashed after I was on position.

The above statement is true and factual to the best
of my knowledge, based upon the information available
to me at this time.

11. Signature of Witness:

12. Date of Signature:
1/2/14



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. Name of Reporting Facility: ASPEN ATCT 2. Report Number: ASE-ATCT-0036

3. Aircraft Identification and Type: N115WF / CL60

4. Location of Accident/Incident: ASPEN, CO

5. Date/Time of Accident/Incident (UTC): Jan. 5, 2014 1922 UTC

6. Name (Operating Initials): Laura Smith (LA) 7. Title: ATCS

8. Position and Time (UTC): TC 1900 - 1936 UTC

9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand 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.

10. Text of Statement: ORIGINAL SUPPLEMENTAL
 COMMENT NO COMMENT

I was working Approach. I looked up and saw N115WF crash on the runway.

The above statement is true and factual to the best of my knowledge, based upon the information available to me at this time.

LA

11. Signature of Witness:

12. Date of Signature: 01/05/2014



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. Name of Reporting Facility: **ASPEA ATC**
 2. Report Number: **ASE-ATCT-0036**
 3. Aircraft Identification and Type: **N115WF, C172D**
 5. Date/Time of Accident/Incident (UTC): **JANUARY 5, 2014 1922 UTC**
 8. Position and Time (UTC): **LC 1852-1930**

4. Location of Accident/Incident: **Aspen, Colorado**
 6. Name (Operating Initials): **Brian Heaver (GO)**
 7. Title: **ATCS**

9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting. Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand 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.

10. Text of Statement:
 ORIGINAL SUPPLEMENTAL
 COMMENT NO COMMENT

I CLEARED N115WF TO LAND ALONG WITH THE CURRENT WINDS ALONG WITH THE ON MINUTE AUG WITH GUSTS OF 25 KTS. I ISSUED WINDS AGAIN AND MOMENTS LATER WITNESSED THE ^{BW4} ~~ACT~~ AIRCRAFT BOUNCE OFF THE RUNWAY. I TRANSMITTED "GO AROUND" FOUR TIMES BEFORE AIRCRAFT CRASHED

THE ABOVE STATEMENT IS TRUE AND FACTUAL TO THE BEST OF MY KNOWLEDGE BASED UPON THE INFORMATION AVAILABLE TO ME AT THIS TIME.

BH
GO

11. Signature of Witness: [Redacted]
 12. Date of Signature: **JAN 5, 2014**



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. Name of Reporting Facility: Aspen ATCT
 2. Report Number: ASE-ATCT-0036
 3. Aircraft Identification and Type: N115WF, CL60
 5. Date/Time of Accident/Incident (UTC): January 5 2014 1922 UTC
 8. Position and Time (UTC): LD/ED 1845-1920 (UTC)

4. Location of Accident/Incident: Aspen, CO
 6. Name (Operating Initials): Michelle Hinge (MJ)
 7. Title: ATIS


9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting. Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand 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.

10. Text of Statement:
 ORIGINAL SUPPLEMENTAL
 COMMENT NO COMMENT

I was on a 2 minute overlap for Clearance Delivery position. I heard the phrase "go around". I saw the aircraft crash on the runway. I proceeded to give the information about the incident on the emergency phone.

The above statement is true and factual to the best of my knowledge based upon the information available to me at this time.

MJ

11. Signature of Witness: 
 12. Date of Signature: January 5 2014



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. Name of Reporting Facility:

ASPEN

2. Report Number:

ASE-ATCT-0036

4. Location of Accident/Incident:

ASPEN CO

3. Aircraft Identification and Type:

N115WF, CL60

5. Date/Time of Accident/Incident (UTC):

JANUARY 05, 2014 1922Z

6. Name (Operating Initials):

IGNATHEN BOTKIN (JB)

7. Title:

ATCS

8. Position and Time (UTC):

GC 1853-1930

9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting. Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand 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.

10. Text of Statement:

ORIGINAL

SUPPLEMENTAL

COMMENT

NO COMMENT

I was on ground control. I saw a CL60 (N115WF) arriving at runway 15 and lose control on the runway. I saw the aircraft crash on runway 15.

The above statement is true and factual to the best of my knowledge based upon the information available to me at this time.

11. Signature of Witness:

[Redacted Signature]

12. Date of Signature:

JANUARY 05, 2014



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. Name of Reporting Facility: Aspen ATCT 2. Report Number: ASE-ATCT-0036
 3. Aircraft Identification and Type: N115WF, C660
 5. Date/Time of Accident/Incident (UTC): January 9, 2014 1932Z
 8. Position and Time (UTC): CD 1931-1936Z


4. Location of Accident/Incident: Aspen, CO
 6. Name (Operating Initials): Nathaniel Osenga (RS)
 7. Title: ATCS

9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting. Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand 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.

10. Text of Statement:
 ORIGINAL SUPPLEMENTAL
 COMMENT NO COMMENT

I was working FD/CD when I heard the local controller yell 'Go Around.' I looked up to see the aircraft crash on the runway.

The above statement is true and factual to the best of my knowledge based upon the information available to me at this time.

11. Signature of Witness: 

12. Date of Signature: January 9, 2014



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. Name of Reporting Facility: Aspen 2. Report Number: ASE-ATCT-0036

3. Aircraft Identification and Type: N115WF, C460

5. Date/Time of Accident/Incident (UTC): Jan 5, 2014 1922 UTC

4. Location of Accident/Incident: Aspen, Colorado

6. Name (Operating Initials): JW Joseph Westfal

7. Title: ATCS

8. Position and Time (UTC): HO 1750-1919 UTC

9. Complete in accordance with FAA Order JO 6020.15, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand 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.

10. Text of Statement:

ORIGINAL SUPPLEMENTAL

COMMENT NO COMMENT

I was on my 2 minute overlap for Hand off. I heard Local say "Go Around" 4 times. I turned to look at the runway and saw N115WF hit the runway nose first and crash.

The above statement is true and factual to the best of my knowledge based upon the information available to me at this time.

11. Signature of Witness:

12. Date of Signature: 5 Jan 14



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. Name of Reporting Facility: Aspen ATCT 2. Report Number: ASE-ATCT-0036

3. Aircraft Identification and Type: N115WF, CL60

4. Location of Accident/Incident: Aspen, CO

5. Date/Time of Accident/Incident (UTC): 1/5/14 1922

6. Name (Operating Initials): Scott Miller (SM)

7. Title: ATCS

8. Position and Time (UTC): Handoff 1920-1936 UTC

9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting. Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand 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.

10. Text of Statement: ORIGINAL SUPPLEMENTAL
 COMMENT NO COMMENT

I was working the handoff position, I'd only been for two minutes. I heard local yell go around and I turned to see the aircraft mid field in flames and the aircraft crash on the runway.

The above statement is true and factual to the best of my knowledge based on the information available to me at this time

11. Signature of Witness:

12. Date of Signature: 1/5/14



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. Name of Reporting Facility Aspen ATCT	2. Report Number ASE-ATCT-0036
3. Aircraft Identification and Type N115WF, CL60	
4. Date/Time of Accident/Incident (UTC) January 05, 2014; 1922 UTC	
5. Name (Operating Initials) Garrison Field (GF)	6. Title FM
7. Position and Time (UTC) FLM FM 1330-1939 UTC	

4. Location of Accident/Incident
Aspen, CO

5. Name (Operating Initials)
Garrison Field (GF)

3. Aircraft Identification and Type
N115WF, CL60

4. Date/Time of Accident/Incident (UTC)
January 05, 2014; 1922 UTC

9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand 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.



10. TEXT OF STATEMENT. ORIGINAL SUPPLEMENTAL

COMMENT NO COMMENT

I was FDM in the tower monitoring the operation. I heard CC issue clearance of one minute overage winds to N115WF. I heard N115WF acknowledge which it observed N115WF continue the approach. I observed N115WF cross the runway threshold, become unstable, then "bounce" off the runway. After "bouncing" off the runway I observed N115WF in an upside attitude & heard CC state "go around." N115WF was unable to correct & crashed mid-field.

11. Signature of Witness 	12. Date of Signature 1/5/2014
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FAA Form 8020-26 (12-10)
ASE-ATCT-0036
N115WF
ASE-ATCT-0036
N115WF

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. Name of Reporting Facility Aspen ATCT	2. Report Number ASE-ATCT-0036
		3. Aircraft Identification and Type N115WF, CL60	
4. Location of Accident Incident Aspen CO		5. Date/Time of Accident/Incident (UTC) January 05, 2014, 1922 UTC	
6. Name (Reporting Facility) Gregory Lee Dyer (GID)	7. Title SAICS	8. Position and Level (111) Not Applicable	
<p>9. Complete in accordance with FAA Order 8020.16, Air Traffic Organization, Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-28, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through the Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand 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.</p>			
10. STATE OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL <input checked="" type="checkbox"/> COMMENT <input type="checkbox"/> NO COMMENT	
<p>I was monitoring the Aspen ATCT/TRACAB operation on January 5, 2014 at approximately near local time. I was not signed on or working any operational position I was primarily observing the Local controller and the Front Line Manager. I observed N115WF make a final approach to Aspen runway 15, touch down briefly, rise back up in the air and then descend rapidly making destructive contact with the ground. I monitored the operation as the tower personnel made initial notifications to Airport Rescue and Firefighting. I made initial notification to Denver Air Route Traffic Control Center and to the Northwest Mountain Regional Operations Center, both on the tower cab telephone I then assisted the Front Line Manager to gather initial notification and reporting checklists.</p>			
11. Signature of Witness 		12. Date of Signature January 6, 2014	

ASE-ATCT-0036

N115WF

ASE-ATCT-0036

N115WF

SECTION 13.
Weather Products

ASE ATCT 01/05/14 UTC

KASE 051853Z 31009G28KT 270V360 9SM HZ FEW035 BKN046 OVC050 M11/M20 A3007 RMK
AO2 PK WND 33028/1851 SLP243 T11111200

KASE 051953Z 31016G30 7SM HZ BKN037 OVC048 M12/M20 A3008 RMK AO2 PK WND
32030/1950 SNB40E50 SLP248 P0000 T11221200

I certify this data was derived from Aviation Digital Data Service (ADDS)
from January 4, 2014, 1853 UTC to January 5, 2014, 1953 UTC.


Gregory L. Dyer
Acting Manager, Aspen Airport Traffic Control Tower
February 7, 2014