

SECTION 10.  
Transcription of Voice Recording(s)

A80-TRACON-0041  
N428JD

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# Federal Aviation Administration

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## Memorandum

Date: September 26, 2012  
To: Aircraft Accident File A80-TRACON-0041  
From: Atlanta Terminal Radar Approach Control Facility  
Subject: **INFORMATION:** Partial Transcript  
Aircraft Accident, N428JD  
Macon, GA, September 18, 2012

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This transcription covers the Atlanta Terminal Radar Approach Control Facility (TRACON) 1M SR position for the time period from September 18, 2012, 1341 UTC, to September 18, 2012, 1406 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Atlanta Air Route Traffic Control Center	ZTL
Atlanta Radar Approach Control, Macon Sector	A80
BeechJet, N428JD	N428JD
Macon Federal Contract Tower	MCN

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving N428JD.

[REDACTED]  
Walter Scott  
Aviation Technical Systems Specialist  
Atlanta TRACON

1341  
(1342-1345)  
1346  
1346:44      ZTL      macon high one twelve  
  
1346:50      A80      no not at all go ahead sir  
  
1346:51      ZTL      yeah november four two eight juliet delta flashing  
   northeast of ah dublin's requesting lower altitude  
  
1346:57      A80      i don't have anybody flashing northeast of dublin

1346:59 ZTL ah you don't see him

1347:00 ZTL ah

1347:00 A80 okay what's the beacon code and i'll try that

1347:01 ZTL beacon code one five four six \*(lands herbert)

1347:05 A80 ah that's the one that's going ah

1347:07 ZTL mike alpha charlie

1347:09 A80 yeah i don't have nothing where ah how how far from the dublin ah there he is just now coming on my edge of scope yeah i can't see that far out

1347:16 ZTL okay

1347:16 A80 what altitude does he want to go to

1347:17 ZTL ah he's asking for lower ah how bout eight thousand is that is that good

1347:20 A80 yeah i can't see him my control

1347:22 ZTL affirmative

1347:23 A80 non radar at eight's approved

1347:24 ZTL o r

1347:24 A80 b d

1347:54 ZTL macon one twelve

1347:56 A80 yes

1347:57 ZTL november eight juliet delta deviating right

1347:58 A80 alright thank you

1347:59 ZTL o r

1347:59 A80 b d  
1348

1348:17 N428JD good morning beech jet four two eight juliet delta with you out of ten point four for eight thousand

1348:22 A80 beech jet four two eight juliet delta atlanta approach good morning descend and maintain ah four thousand and say type of approach requested there's no traffic or landing information available for macon downtown atis alpha is current at macon the regional macon altimeter is two nine seven seven

1348:37 N428JD we've got alpha for macon and ah if we can get below the cloud desk we'd like to shoot a visual if not we'll request the loc

1348:44 A80 yeah there's definitely ah rain right on the field i don't think you'll get a visual it's pretty much everybody's that went through that area said heavy rain but ah ah descend and maintain four thousand deviate left or right of course and ah just plan the localizer runway ah one zero

1348:59 N428JD down to four deviations approved and we'll plan for the localizer for eight juliet delta

1349:03 A80 thank you sir and i'll take you close to the airport when you're on the downwind see if you guys can pick it up

1349:08 N428JD o k that will work appreciate the help  
1350

1350:38 A80 eight juliet delta once you're through with the deviation you can just proceed direct to the airport plan vectors about ten from it

1350:45 N428JD will do eight juliet delta  
1351

1351:47 A80 eight juliet delta how's your ah ride there

1351:50 N428JD moderate right now for eight juliet delta

1351:53 A80 alright  
1352

1352:21 N428JD very short moderate we're out the back side it's smooth  
now

1352:24 A80 thank you sir

1352:38 N428JD and eight juliet delta got any lower for us

1352:41 A80 eight juliet delta yes sir descend and maintain ah three  
thousand

1352:46 N428JD down to three thousand eight juliet delta  
1353

1353:08 A80 hey tower approach

1353:13 MCN tower

1353:14 A80 how's it look out the window

1353:14 N428JD and eight juliet delta direct m a c at this time

1353:16 MCN um it's looking o k not bad don't have the ceiling got a  
little low flying clouds visibility is good

1353:24 A80 o k does that mean if a guy if a guy tried to get into  
macon downtown when that little of rain goes away you  
think he can get down to the airport

1353:30 MCN eh it's not looking so good up here

1353:32 A80 o k do that mean

1353:33 MCN a little bit worse up there just a little bit heavier  
rain ah just coming yeah i mean i can see the field but  
it's moving through

1353:40 A80 yeah if they were to land at your airport could they get

a visual \*(over on one five) but if they came on  
downwind like at two thousand or so you think they'll  
see the airport

1353:47 MCN yeah

1353:47 A80 o k

1353:48 MCN i do

1353:48 A80 o k thanks b d

1353:50 A80 eight juliet delta i was on the landline say again i'm  
sorry

1353:53 N428JD ah we're just direct m a c

1353:55 A80 o k and that rain is moving so quick with this wind and  
tower said ah that once it moves through you might be  
able to pick the airport up once i get you on around  
twenty two hundred feet once i get you a little closer  
to it cause it when you checked in it was covered with  
rain now it's just on the east end of the airport and  
it's moving pretty quickly so you might be able to get a  
visual

1354:17 N428JD o k appreciate that eight juliet delta

1354:27 A80 attention all aircraft hazardous weather information  
convective sigmet twenty nine eastern for florida  
georgia alabama available on hiwas flightwatch or your  
local flight service station macon altimeter two niner  
seven seven

1355

1356

1356:10 N428JD atlanta eight juliet any chance for twenty two hundred  
hundred

1356:13 A80 yeah in about four miles i'll get you lower you're right  
there at the line where you ah can go but you might hit  
this other little spot that's twenty four hundred so i'm  
gonna wait about three miles and get you down

1356:23 N428JD alright appreciate it

1356:24 A80 yeah you're right at a corner of a twenty two twenty four and a two

1357:00 A80 beech jet eight juliet delta descend and maintain two thousand two hundred

1357:04 N428JD two thousand two hundred eight juliet delta thank you

1357:27 N428JD eight juliet delta we'll just take you right over the top of the airport if you see it great if you don't just ah heading two six zero once you've passed the airport and we'll just take you out for the localizer

1357:37 N428JD o k sounds great thanks for the help  
1358

1358:43 A80 attention all aircraft convective sigmet thirty four eastern thirty five eastern thirty six eastern and thirty seven eastern for florida georgia south carolina alabama and florida coastal waters available on hiwas flightwatch or your local flight service station  
1359

1359:22 A80 and arrival atis bravo is now current at macon macon altimeter is two niner seven seven

1359:38 A80 and eight juliet delta the visibility's now seven miles light rain over at macon one one thousand broken

1359:48 N428JD field in sight eight juliet delta

1359:50 A80 you got macon downtown you said

1359:52 N428JD yes sir

1359:53 A80 eight juliet delta you're cleared for the visual approach

1359:56 N428JD cleared for the visual at ah m a c for eight juliet delta thank you

1400:00 A80 ah (unintelligible) yes sir i show no traffic between you and the airport do you have the phone number to call me if you ah need to cancel on the ground

A80-TRACON-0041  
N428JD

Page 7 of 7

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1400:07 N428JD say again for eight juliet delta

1400:08 A80 yes sir you want the phone number to call me when you're on the ground or you gonna be able to cancel in the air

1400:15 N428JD we'll cancel now

1400:16 A80 eight juliet delta roger and i show no traffic between you and macon downtown squawk one two zero zero and have yourself a great day

1400:23 N428JD one two zero zero appreciate all your help today eight juliet delta

1400:26 A80 you're quite welcome have yourself a good one  
1401  
(1402-1405)  
1406

End of Transcript

\*This portion of the copy of the recording is not entirely clear, but this represents the best interpretation possible under the circumstances.