

DAB-ATCT-252
N153ER & N3038N

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
DAYTONA BEACH AIRPORT TRAFFIC CONTROL TOWER

ACTION: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

BACKGROUND: Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

INSTRUCTIONS: This statement is to be 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.

This statement concerns the accident/incident involving *N153ER AND N3038N*
at *1NM NE OF DELAND MUNICIPAL AIRPORT (DED)* on *DECEMBER 3, 1999* at *1520 UTC*.

My name is *EDWIN I. SAFER (ES)*

I am employed as a/an *AIR TRAFFIC CONTROL SPECIALIST*

By the FAA at the Daytona Beach Airport Traffic Control Tower, Daytona Beach, Florida.

I was working the *CLEARANCE DELIVERY* position

from *1400* to *1430* UTC.

Text of Statement:

*I ISSUED A VFR CLEARANCE TO R153 TO
LEESBURG AT 2,500*

I ISSUED AN IFR CLEARANCE TO N3038N


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N153ER & N3038N

Continuation of Text of statement:

TO THE DED AIRPORT.

I DO NOT REMEMBER WHAT THE VARIOUS
SETTINGS OF THE OPERATIONAL EQUIPMENT
AT THE TIME OF THE ACCIDENT.

I certify, to the best of my knowledge and recollection, the above statement is correct.


Signature and Date

1/3/2000

DAB-ATCT-252
N153ER & N3038N

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
DAYTONA BEACH AIRPORT TRAFFIC CONTROL TOWER

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This statement concerns the accident/incident involving N153ER and N3038N

at 1 Nm NE of Deland Municipal Airport (DED) on December 3, 1999 at 1520 UTC.

My name is Joseph A. Jeanes (JO)

I am employed as a/an Air Traffic Control Specialist

By the FAA at the Daytona Beach Airport Traffic Control Tower, Daytona Beach, Florida.

I was working the Ground Control 2 position

from 1314 to 1437 UTC.

Text of Statement:

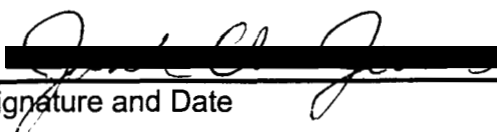
N153ER was issued taxi instructions to Runway 7R at Daytona Beach Airport. N3038N was issued taxi instructions to Runway 7~~X~~³⁰ left intersection N3.

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N153ER & N3038N

Continuation of Text of statement:

I do not remember what the various settings of the operational equipment were at the time of the accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.


Signature and Date

12-15-99

DAB-ATCT-252
N153ER & N3038N

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
DAYTONA BEACH AIRPORT TRAFFIC CONTROL TOWER

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This statement concerns the accident/incident involving N153ER and N3038N at 1 NM NE OF DELAND MUNICIPAL AIRPORT (DED) on December 3, 1999 at 1520 UTC.

My name is Douglas Stevens (DG)

I am employed as an Air Traffic Control Specialist

By the FAA at the Daytona Beach Airport Traffic Control Tower, Daytona Beach, Florida.

I was working the Ground Control 2 position
from 1314 to 1437 UTC. ✓


Text of Statement:

N153ER WAS ISSUED TAXI INSTRUCTIONS TO RUNWAY 7R
AT DAYTONA BEACH INTERNATIONAL AIRPORT.
N3038N WAS ISSUED TAXI INSTRUCTIONS TO RUNWAY 7L
INTERSECTION N3

Continuation of Text of statement:

I do not remember what the various settings
of the operational equipment were at the time
of the accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.


Signature and Date

12-15-1999

DAB-ATCT-252
N153ER & N3038N

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
DAYTONA BEACH AIRPORT TRAFFIC CONTROL TOWER

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This statement concerns the accident/incident involving N153ER AND N3038N
at 1nm N.E. of DELAND MUNICIPAL AIRPORT (DEA) on DECEMBER 3, 1999 at 1520 UTC.

My name is STEVEN LAUER (SL)

I am employed as a/an AIR TRAFFIC CONTROL SPECIALIST

By the FAA at the Daytona Beach Airport Traffic Control Tower, Daytona Beach, Florida.


I was working the GROUND CONTROL 1 position
from 1346 to 1539 UTC.

Text of Statement: N153ER CALLED ME HOLDING SHORT OF
RUNWAY 7L. AFTER COORDINATING WITH RUNWAY
CONTROLLER I TAXIED N153ER ACROSS RUNWAY 7L
AND THEN TO RUNWAY 7R. I DO NOT RECALL
WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL
EQUIPMENT WERE AT THE TIME OF THE INCIDENT.

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N153ER & N3038N

Continuation of Text of statement:

I certify, to the best of my knowledge and recollection, the above statement is correct.



Signature and Date

12/15/99

DAB-ATCT-252
N153ER & N3038N

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
DAYTONA BEACH AIRPORT TRAFFIC CONTROL TOWER

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This statement concerns the accident/incident involving **N153ER AND N3038N**

at **1 NM NE OF DELAND MUNICIPAL AIRPORT (DED)** on **DECEMBER 3, 1999** at **1520 UTC.**

My name is **STEPHEN WADE GRIFFIN (SG)**

I am employed as a/an **AIR TRAFFIC CONTROL SPECIALIST**

By the FAA at the Daytona Beach Airport Traffic Control Tower, Daytona Beach, Florida.

I was working the **LOCAL CONTROL 2** position

from **1408** to **1430** UTC.

Text of Statement:

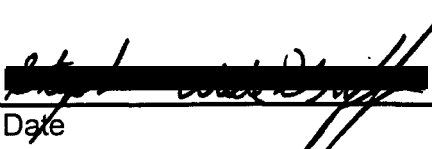
ON DECEMBER 3, 1999 WHILE WORKING THE LOCAL CONTROL 2 POSITION, N153ER (R153) CALLED READY FOR DEPARTURE.

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N153ER & N3038N

Continuation of Text of statement:

I CLEARED N 153ER (R153) FOR TAKEOFF AND
SWITCHED THE AIRCRAFT TO DEPARTURE FREQUENCY.
I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS
OF THE OPERATIONAL EQUIPMENT WAS AT THE TIME
OF THE ACCIDENT.

I certify, to the best of my knowledge and recollection, the above statement is correct.


Signature and Date

12/17/99

DAB-ATCT-252
N153ER & N3038N

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
DAYTONA BEACH AIRPORT TRAFFIC CONTROL TOWER

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This statement concerns the accident/incident involving *N153ER and N3038N*
at *1 NM NE of Deland Municipal Airport (DEI)* on *December 3, 1999* at *1520 UTC*.
My name is *KATHY STANB (DJ)*

I am employed as a/an *Support Specialist*

By the FAA at the Daytona Beach Airport Traffic Control Tower, Daytona Beach, Florida.

I was working the *Departure - Departure Radar* position
from *1401* to *1436* UTC.

Text of Statement:

DAB-ATCT-252
N153ER & N3038N

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
DAYTONA BEACH AIRPORT TRAFFIC CONTROL TOWER

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This statement concerns the accident/incident involving *N153ER and N3038N*

at *1 NM NE of Daytona Municipal Airport (DED)* on *December 3, 1999* at *1520* UTC.

My name is *Scott A Small (SS)*

I am employed as a/an *Air Traffic Control Specialist*

By the FAA at the Daytona Beach Airport Traffic Control Tower, Daytona Beach, Florida.

I was working the *South-Arrival Radar* position

from *1345* to *1521* UTC.


Text of Statement: *I radar identified N153ER after
overprinting Daytona Beach enroute to Leesburg.
I issued traffic to N153ER and after the
traffic was no longer a factor radar service
was terminated. I do not remember what*

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N153ER & N3038N

Continuation of Text of statement:

the various settings of the operational
equipment were at the time of the
accident

I certify, to the best of my knowledge and recollection, the above statement is correct.


Signature and Date

12-15-99

DAB-ATCT-252
N153ER & N3038N

PERSONNEL STATEMENT
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DAYTONA BEACH AIRPORT TRAFFIC CONTROL TOWER

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This statement concerns the accident/incident involving N153ER AND N3038N
at 1 NM NE OF DELAND MUNICIPAL AIRPORT (DED) on December 23, 1999 at 1520 UTC.
My name is MARK L. HILL (ZH)

I am employed as a/an AIR TRAFFIC CONTROL SPECIALIST

By the FAA at the Daytona Beach Airport Traffic Control Tower, Daytona Beach, Florida.

I was working the LOCAL CONTROL position
from 1333 to 1513 UTC.


Text of Statement: N3038N CALLED READY FOR TAKEOFF AND WAS TOLD TO HOLD SHORT OF RUNWAY 7L FOR LANDING TRAFFIC - WHEN TRAFFIC WAS CLEAR I INSTRUCTED N3038N TO TAXI INTO POSITION AND HOLD ON RUNWAY 7L AT INTERSECTION N3. N3038N ASKED FOR A TIME CHECK WHICH I ISSUED. I THEN CLEARED N3038N FOR TAKEOFF. AFTER DEPARTURE I INSTRUCTED N3038N TO FLY HEADING 030 AND TO CONTACT DEPARTURE WHICH THE PILOT DID. I HAD NO FURTHER COMMUNICATIONS WITH N3038N

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N153ER & N3038N

Continuation of Text of statement:

I Do NOT remember what the VARIOUS settings OF THE OPERATIONAL equipment were AT the TIME OF the ACCIDENT -

I certify, to the best of my knowledge and recollection, the above statement is correct.


Signature and Date

12-16-99

DAB-ATCT-252
N153ER & N3038N

PERSONNEL STATEMENT
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This statement concerns the accident/incident involving *N153ER and N3038N*

at *JNM NE of Deltona Municipal Airport December 3, 1999* at *1520* UTC.

Airport (DEI)
My name is

Joseph M Gansino (WV)

I am employed as a/an *Air Traffic Control Specialist*

By the FAA at the Daytona Beach Airport Traffic Control Tower, Daytona Beach, Florida.

I was working the *Local Control 1* position

from *1333* to *1513* UTC.

Text of Statement:


*N3038N WAS Cleared for takeoff
and then ~~clear~~ was Switched to
the Departure frequency. I do not*

DAB-ATCT-252
N153ER & N3038N

Continuation of Text of statement:

Remember what the various settings
of the operational equipment were at the
time of the accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.



Signature and Date

12-16-99

DAB-ATCT-252
N153ER & N3038N

AMENDED PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
DAYTONA BEACH AIRPORT TRAFFIC CONTROL TOWER

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This statement concerns the accident/incident involving *N153ER* and *N3038N*

at *1NM NE of Deland Municipal* on *December 3, 1999* at *1520* UTC.
Airport (DEO)

My name is *Jeffrey J Klein (JK)*

I am employed as *an Air Traffic Control Specialist*

By the FAA at the Daytona Beach Airport Traffic Control Tower, Daytona Beach, Florida.

I was working the *North-Arrival Radar* position

from *1306* to *1505* UTC.

Text of Statement:

This statement is being amended to correct the overwrite on the word turned on page two of my original statement.

I certify, to the best of my knowledge and recollection, the above statement is correct.

JK

Signature and Date

2/16/00

Page 1 of 1

Attachment

DAB-ATCT-252
N153ER & N3038N

PERSONNEL STATEMENT
FEDERAL AVIATION ADMINISTRATION
DAYTONA BEACH AIRPORT TRAFFIC CONTROL TOWER

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This statement concerns the accident/incident involving *N153ER* and *N3038N*

at *1/4 mi NE of Deland Municipal Airport (DID)* on *December 3, 1989* at *1520* UTC.

My name is *Jeffrey J Klein (JK)*

I am employed as a/an *Air Traffic Control Specialist*

By the FAA at the Daytona Beach Airport Traffic Control Tower, Daytona Beach, Florida.

I was working the *North-Arrival Radar* position

from *1306* to *1505* UTC.

Text of Statement:

N3038N departed Daytona Intl Airport. I radar identified *N3038N*, and then vectored the aircraft for a full VOR Approach for RY 16 @ DAB. I cleared the aircraft for the approach.

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N153ER & N3038N

Continuation of Text of statement:

I then cancelled N3038N's Approach clearance approx 4 miles North of DAB airport. I turned N3038N Northwest-bound heading 290° for his next Request. I was then relieved of this position.

I do NOT remember what the various settings of the operational equipment were at the time of the Accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.


Signature and Date

12/15/99

Page 2 of 2

DAB-ATCT-252
N153ER & N3038N

PERSONNEL STATEMENT
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DAYTONA BEACH AIRPORT TRAFFIC CONTROL TOWER

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This statement concerns the accident/incident involving *N153ER and N3038N*

at *NMNE of Deland Municipal Airport (DED)* on *December 3, 1999* at *1520 UTC*.

My name is *Charles F. Thomson (CT)*

I am employed as a/an *Air Traffic Control Specialist*

By the FAA at the Daytona Beach Airport Traffic Control Tower, Daytona Beach, Florida.

I was working the *North Arrival Radar* position

from *1506* to *1642* UTC.

Text of Statement: *I was conducting on the job training (OJT) with Mike Foster (ME) whom made all transmissions to subject aircraft N3038N. ME instructed N3038N to climb and maintain 2100 ft., proceed direct Ormond VOR (OMN) and join the OMN 212° radial and report established on the OMN 212° radial. ME effected an ARTS hand off to the arrival radar sector (A-AR) on N3038N. ME asked N3038N if it was established on the OMN 212° radial.*

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N153ER & N3038N

Continuation of Text of statement: The pilot responded in the affirmative. ME then transferred N3038N to frequency 126.55 (A-AR). I do not remember what the various settings of the operational equipment were at the time of the accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.


Signature and Date

1/5/00 00
CF

DAB-ATCT-252
N153ER & N3038N

PERSONNEL STATEMENT
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This statement concerns the accident/incident involving *N153ER AND N3038N*
at *1 NM NE OF DELAND MUNICIPAL AIRPORT (DEAD)* on *December 3, 1988* at *1520 UTC*.
My name is *MICHAEL J. JOSE (ME)*
I am employed as a/an *Air Traffic Control Specialist*
By the FAA at the Daytona Beach Airport Traffic Control Tower, Daytona Beach, Florida.
I was working the *NIGHT ARRIVAL RAMP* position
from *1506* to *1548* UTC.

Text of Statement:

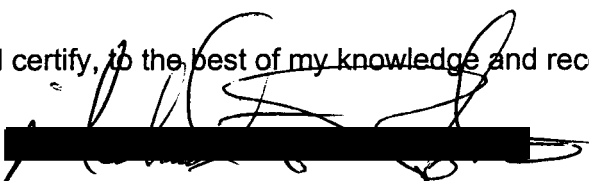
*I TOLD N3038N TO PROCEED TO
OMN AND JOIN THE OMN 212 R
AT 2100 MSL & TO REPORT ESTABLISHED*

Continuation of Text of statement:

ONCE N3038N WAS ESTABLISHED
ON THE OMN 212R, I AUTHORIZED
HIS DESCENT TO 1,600 MSL & SWITCHED
HIM TO THE ARRIVAL CONTROLLER

I DO NOT REMEMBER ^{WHAT} THE VARIOUS
SETTINGS OF THE OPERATIONAL
EQUIPMENT WERE AT THE TIME
OF THE ACCIDENT.

I certify, to the best of my knowledge and recollection, the above statement is correct.



Signature and Date

12/15/98

DAB-ATCT-252
N153ER & N3038N

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This statement concerns the accident/incident involving *N153ER AND N 3038N*

at *1NM NE OF DELAND* on *DECEMBER 3, 1999* at *1520 UTC.*
MUNICIPAL AIRPORT (DED)

My name is *MICHAEL S. KENNEDY (MK)*

I am employed as a/an *AIR TRAFFIC CONTROL SPECIALIST*

By the FAA at the Daytona Beach Airport Traffic Control Tower, Daytona Beach, Florida.

I was working the *ARRIVAL - ARRIVAL RADAR* position

from *1350* to *1539* UTC.

Text of Statement:

*N3038N WAS CLEARED FOR A VOR 23 APPROACH
TO DELAND. THE ACFT CONTINUED INBOUND TO
ABOUT 6 MILES. N 3038N CANCELLED HIS IFR.
RADAR SERVICE WAS TERMINATED AND THE ACFT*

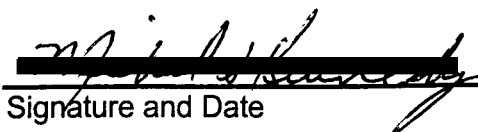
DAB-ATCT-252
N153ER & N3038N

Continuation of Text of statement:

WAS ADVISED TO CHANGE TO ADVISORY FREQUENCY.

I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS
OF THE OPERATIONAL EQUIPMENT WERE AT THE
TIME OF THE ACCIDENT.

I certify, to the best of my knowledge and recollection, the above statement is correct.


Signature and Date

15 DEC 1999