

STL-ATCT-0008
AAL1400

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STL-ATCT-0008
AAL1400

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AAL1400

SECTION 2.
Certification



Federal Aviation Administration

Memorandum

Date: November 16, 2007

To: Carol Might, Acting Director, System Operations Litigation

From: *DM* David P. Medina, Manager, ATO Central Service Center, Safety Assurance Group

Subject: **INFORMATION:** Certification Statement
Aircraft Accident, AAL1400
Bridgeton, MO., September 28, 2007

I hereby certify that the Air Traffic Aircraft Accident Package, STL-ATCT-0008 has been reviewed, and it is complete and accurate.



Federal Aviation Administration

Memorandum

Date: October 29, 2007

To: Konstantine Nezer, Jr.
Service Center Director, Central Service Center

From:  Jeffrey C. Graves
Manager, St. Louis Airport Traffic Control Tower

Subject: **INFORMATION:** Certification Statement
Aircraft Accident, AAL1400
Bridgeton, MO, September 28, 2007

I hereby certify that Air Traffic Aircraft Accident Package, STL-ATCT-0008, has been reviewed, and it is complete and accurate.

STL-ATCT-0008
AAL1400

SECTION 3.

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



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

REPORT DATE
October 02, 2007

REPORT NO.
STL-ATCT-0008

REPORT OF AIRCRAFT ACCIDENT

NAME OF REPORTING FACILITY
St. Louis (STL) ATCT

1. AIRCRAFT IDENTIFICATION AND TYPE AAL1400, MD82	2. DATE/TIME OF ACCIDENT (GMT) September 28, 2007; 1832 UTC	3. LOCATION OF ACCIDENT Saint Louis Airport, Runway 30L, Bridgeton, MO
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4. NATURE OF ACCIDENT After departure the left engine developed a fire.	5. TYPE OF FLIGHT Cross country flight - IFR Flight Plan
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6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY
	Steve Garbe	Pilot	Rockford, IL	X		
	Kevin May	First Officer	Portland, MI	X		
	Nancy Harrigan	Flight Attendant	Indianhead Park, IL	X		
	Karen Allen	Flight Attendant	Highland, IN	X		
	Christine Kass	Flight Attendant	Wheeling, IL	X		

7. PASSENGER DATA (If available, list names, addresses, extent of injuries and other information on continuation sheet.)	NUMBER ABOARD AIRCRAFT 137	NUMBER UNINJURED 137	NUMBER INJURED 0	NUMBER FATALITIES 0
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8. AIRCRAFT DAMAGE Unknown	9. PROPERTY DAMAGE Unknown
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10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS
Normal

11. WEATHER DATA	CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT St. Louis Lambert International METAR - 1251 CDT: wind variable at four knots, visibility one zero statute miles, few clouds eight thousand, two five thousand scattered, temperature two eight, dew point seven, altimeter three zero two zero	
	REPORT JUST PRIOR TO ACCIDENT St. Louis Lambert International METAR - 1251 CDT: wind variable at four knots, visibility one zero statute miles, few clouds eight thousand, two five thousand scattered, temperature two eight, dew point seven, altimeter three zero two zero	DATE/TIME 9/28/2007 1751 UTC
	FIRST REPORT SUBSEQUENT TO ACCIDENT St. Louis Lambert International METAR - 1351 CDT: wind three one zero at zero eight, gusts two one knots, visibility one zero statute miles, few clouds one zero thousand, temperature two nine, dew point four, altimeter three zero one eight	DATE/TIME 9/28/2007 1851 UTC

12. ATS PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION	CHECK IF EYEWITNESS
	Philip R. Hodges *(PR)	STL ATCT	ME GC	
	William A. Kieffer, Jr. (KJ)	STL ATCT	GO GC	X
	Mark G. Irvin (MG)	STL ATCT	SL LC	X
	Joseph A. Burke (UK)	T75 TRACON	DS DC	
	Thomas P. Tierney (PT)	T75 TRACON	FN AR	
	Robert G. Reese (HT)	STL ATCT	SC CI	X
	James M. Mc Ghee (JM)	STL ATCT	ME GC	X
*Operating Initials				

13. SIGNATURE OF FACILITY MANAGER
Jeffrey C. Graves
Jeffrey C. Graves

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 23, 2007	REPORT NO. STL-ATCT-0008
	NAME OF REPORTING FACILITY St. Louis (STL) ATCT	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

September 28, 2007

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1803 AAL1400 called ground metering and requested push off the gate and was given permission to pushback.

1807 AAL1400 advised ground meter they were ready for taxi and were instructed to monitor ground control. Ground control instructed AAL1400 to taxi to runway 30L.

1811 AAL1400 called local control stating they would be ready to go at the end and local control cleared them for takeoff, heading 345. AAL1400 acknowledged and departed.

1812 AAL1400 was instructed to contact departure.

1815 T75 TRACON TMC called and advised that AAL1400 had a left engine fire light and was returning to land runway 30R.

1816 St. Louis Airport ARFF notified of inbound emergency AAL1400.

1820 AAL1400 contacted local control on visual for runway 30R and was cleared to land.

1821 AAL1400 asked the tower if wheels were down and was advised that the main gear were down, but the nose gear was not down. AAL1400 went around.

1823 AAL1400 advised that they needed to make right turns and wanted to stay in the area.

1825 AAL1400 advised they wanted to land on runway 30L. Local control vectored AAL1400 to runway 30L.


1827 Local control advised AAL1400 the nose gear appeared to be down.

1829 Local control cleared AAL1400 to land runway 30L.

1830 Local control asked AAL1400 if he wanted to be followed down the runway by the emergency vehicles. AAL1400 advised that he did.

1832 AAL1400 landed and advised he was stopping on the runway. Local control advised that the emergency vehicles were coming up behind him and AAL1400 asked to have the left engine checked.

1833 Ground control advised emergency vehicles that AAL1400 still had a fire indication in the left engine and wanted it checked. AAL1400 called ground control.

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 23, 2007	REPORT NO. STL-ATCT-0008
	NAME OF REPORTING FACILITY St. Louis (STL) ATCT	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

12. ATS Personnel Involved, Continued.

Kirk A. Arnold (KA), STL ATCT (GI) GC, Eyewitness
Leta J. Moore (LD), STL ATCT (SC) OT, Eyewitness
Robert G. Reese (HT), STL ATCT (CE) CC, Eyewitness
Charles L. Peacock (CP), STL ATCT (NL) LC, Eyewitness

No More Follows

STL-ATCT-0008
AAL1400

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small>	REPORT DATE October 2, 2007	REPORT NO. STL-ATCT-0008
	NAME OF REPORTING FACILITY Gateway TRACON (T75)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT *(including control or other services provided by ATS facilities, and emergency action taken)*

September 28, 2007

**ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED**

- 1812 AAL1400 contacted Departure South (DS). DS issued radar contact, climb to 15,000.
- 1814 AAL1400 declared an emergency requested to return to STL.
- 1814 AAL1400 issued a heading for downwind.
- 1815 AAL1400 informed DS on nature of emergency and requested Runway 30R.
- 1816 AAL1400 issued frequency change to Feeder North (FN).
- 1816 AAL1400 reported on FN frequency.
- 1819 AAL1400 issued visual approach clearance Runway 30R. AAL1400 relayed SOB and fuel information.
- 1820 AAL1400 issued frequency change to STL ATCT.

No More Follows

STL-ATCT-0008
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SECTION 4.
Certified Indexes

STL-ATCT-0008
AAL1400

CERTIFIED INDEX

October 12, 2007

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

FAA Form 8020-6-1
FAA Form 7230-4
Personnel Logs
Position Logs
Facility Layout Chart
Flight Progress Strip
Digital Audio Tape (DAT)
Radar Data Extraction and Plots from the St. Louis Sensor
Certified Voice Rerecording
Personnel Statements
Certified Partial Transcripts



Timothy A. Shegitz
Air Traffic Manager
Gateway TRACON

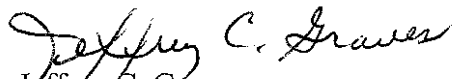
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CERTIFIED INDEX

October 19, 2007

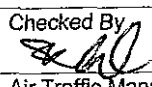
I hereby certify that the following originals are on file in this office.

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
Personnel Logs
Original Voice Recordings
Certified Re-recordings
Facility Layout Chart
Airport Diagram
Flight Progress Strip
Transcriptions of Voice Recordings


Jeffrey C. Graves
Manager, St. Louis ATCT


STL-ATCT-0008
AAL1400

SECTION 5.
FAA Form 7230-4, Daily Records of Facility Operation

Daily Record of Facility Operation				Page No. 1 of 1
U.S. Department of Transportation Federal Aviation Administration				Date 9/28/2007
Location St. Charles, MO	Identification T75	Type Facility TRACON	Operating Position FLMCIC	Checked By  Air Traffic Manager TIMOTHY A SHEGITZ

Time (UTC)	REMARKS
0500	R. STUMPF ON. WCLC. RUNWAYS 30L, 29 AND 24 IN USE. CPFL: SECON LEVEL YELLOW IN EFFECT. RUNWAY 30R CLOSED.
1000	L. GARDNER ON. ABOVE NOTED.
1100	RUNWAY 30R OPEN.
1115	DVRS CHECK COMPLETE. NO ALARMS.
1300	WCLC.
1500	E. DEUSER ON. ABOVE NOTED.
Q 1815	AAL1400, MD80 DEPARTED STL ENROUTE ORD, RETURNED STL DUE TO ENGINE FIRE INDICATOR LIGHT, 142 SOULS ON BOARD, 3 HOURS FUEL.
1832	AAL1400 LANDED SAFELY ON RUNWAY 30L, RWY 30L CLOSED.
1900	R. CORDELL ON, ABOVE NOTED.
1955	RWYS 11, 12L, AND 06 IN USE.
2015	RWYS 30R, 29 AND 24 IN USE.
2037	RWY 30L OPEN.
2100	WCLC.
0030	L. GARDNER ON. ABOVE NOTED.
0400	RUNWAY 30R AND 29 CLOSED.
0459	COB.

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.

Watch Supervisor(s) <i>Signature</i> 	Watch Supervisor(s) <i>Signature</i>	Watch Supervisor(s) <i>Signature</i>

U.S. Department of Transportation Federal Aviation Administration				Daily Record of Facility Operation	Page No. 1 of 2 Date 9/28/2007
Location	Identification	Type Facility	Operating Position	Checked By Air Traffic Manager JEFFREY C GRAVES	
Bridgeton, MO	STL	Tower with BRITE	ALL		

Time (UTC)	REMARKS
0500	S. MIDKIFF ON. WCLC. RWY 30L IN USE. CFPL: TEDS AT ME OTS. AIRFIELD LIGHTING CITY CONTROL. STATIC ON ATSCC LINE. RWY 30R CLSD PER NOTAM. ATSCC LINE UNUSABLE DUE TO NOISE ON LINE. TWY F CLSD BTWN TWY F6 TO S, TWY P CLSD BTWN PAPA PAD AND RWY12L, TWY L CLSD BTWN TWY F7 AND RWY12L, TWY F7 CLSD BTWN TWY F AND L. TWY S CLSD FROM RWY 24 TO TWY F. SECON YELLOW IN EFFECT. RWY 12R CABLE OTS.
1100	RWY 30R OPEN AND IN USE.
1130	M. IRVIN ON.WCLC.
1159	DVRS CHECK COMPLETE. NO ALARMS.
1200	DELAYED ENTRY: 9/27/07 @ 2015Z. AIRPORT LIGHTING TOWER CONTROL. ELEC. SHOP (DWIGHT)
1210	AIRFIELD LIGHTING CITY CONTROL.
1315	RWY 12R PAPI OFM.
E 1332	DELAYED ENTRY: TEDS AT ME RTS. 9/27/07 13000Z AF (GR)
1430	L. MOORE ON. WCLC.
1816	EMERGENCY: AAL1400 MD80 STL..ORD FIRE IN LEFT ENGINE. ARFF RESPONDED.
1822	AAL1400 MISSED APPROACH ON RWY 30R DUE TO NO NOSE GEAR.
1832	EMERGENCY: AAL1400 LANDED RWY 30L. ROC (MW). AIRCRAFT STOPPED ON RWY.
1844	RWY 30L CLSD DUE TO AAL1400 EMERGENCY. ACFT ON RWY.
1844	RWY 24 CLSD DUE TO AAL1400 EMERGENCY.
Q 1845	STL-QAR-07-130 OPEN: EMERGENCY INVOLVING AAL1400.
Q 1850	STL-QAR-07-130 CLSD. CONTROLLER ACTIONS CORRECT. LD.
1900	W. KIEFFER ON. WCLC
1924	RWY 12R PAPI RTS. AF (GF)
1955	RWY 12L, 11 IN USE
1959	AIRFIELD LIGHTING TOWER CONTROL.
2020	RWY 30R, 29 IN USE.
2032	ARFF SECURED.
2039	RWY 24 OPEN.
2039	RWY 30L OPEN.
2230	CONFERENCED CSA SAFETY ASSURANCE (D. GERARD), STL FSDO (P. DIXON) AND ACE ROC (MW) REFERENCE AIRCRAFT ACCIDENT AAL 1400.
2230	EMERGENCY: LOF5568 E145 GEAR PROBLEM.
Q 2231	STL-QAR-07-131 OPEN: EMERGENCY INVOLVING LOF5568.
2240	EMERGENCY: LOF5568 E145 LANDED WITHOUT INCIDENT.
Q 2241	STL-QAR-07-131 CLOSED. CONTROLLERS ACTIONS CORRECT. UH
2253	AIRCRAFT ACCIDENT: AAL1400. FAA FORM 8020-9 EMAILED TO ACE-ROC (MW) AND STL FSDO (P. DIXON).
2302	J. HOVICK ON. WCLC.
0330	E. RUHBECK ON. WCLC.
0400	RWY 30R CLSD PER NOTAM.
0400	RWY 29 CLSD PER NOTAM.
0459	COB.

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.

Watch Supervisor(s) Signature	Watch Supervisor(s) Signature	Watch Supervisor(s) Signature

STL-ATCT-0008
AAL1400

SECTION 6.
Personnel Logs

STL-ATCT-0008
AAL1400



Federal Aviation Administration

Memorandum

Date: 10/23/07

To: ~~Accident Package~~ STL-ATCT-0008

From: Timothy A. Shegitz, Air Traffic Manager, Gateway TRACON

Subject: Personnel Log for September 28, 2006, 1832 UTC.

The following personnel were assigned regular days off and were not on duty at Gateway TRACON on September 28, 2007, 1832 UTC:

Name

Buel T. Warden	Michael E. Frazier
Thomas A. Luebbert	Mark A. Schad
Stephen A. Redding	Paul E. Young
Lonnie Vance	Donald W. Sapp
A. Kenneth Berge	Jack E. Bowers
Benjamin Evans	Andrew Heifner
Scott R. Durham	Anna Mitchell
Joseph S. Fruscella	Steven M. Hartsoe
Mellissa L. Fruscella	Bradley W. Rehm
Richard P. Bergman	Kevin D. Graham
Stephen W. Moore	Denise K. Morney

ART - Sign On Log

10/2/2007 12:08:11 PM

T75

Selected Report Dates: 9/27/2007 10:00:00 PM - 9/28/2007 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
LG	GARDNER, LLOYD E.	04:30-12:30/R	04:30:00	10:15:00	2+15			
	REMARKS							
JR	KING, JOL R	05:00-13:00/R	05:00:00	13:00:00				
	REMARKS							
RS	SCHMIDT, RICK L	05:00-13:00/R	05:00:00	13:00:00				
	REMARKS							
AN	NEWELL, ALLAN L	05:25-13:25/R	05:25:00	11:55:00	1+30			
	REMARKS							
BB	BRIDWELL, BRIAN	06:00-14:00/R	06:00:00	14:00:00		0+46		
	REMARKS							
EE	COOK, RODNEY L	06:00-14:00/R	06:00:00	14:00:00				
	REMARKS							
RG	GOMSKI, RICHARD L.	06:00-14:00/R	06:00:00	14:00:00	8+0			
	REMARKS							
DM	MATSUMOTO, DAN M	06:00-14:00/R	06:00:00	14:00:00				
	REMARKS							
CR	OWINGS, CHARLES R.,	06:00-14:00/R	06:00:00	13:00:00	1+0			
	REMARKS							
JN	RYAN, JOHN P	06:00-14:00/R	06:00:00	14:00:00	8+0			
	REMARKS							
LT	TATE, LARRY D	06:00-14:00/R	06:00:00	14:00:00				
	REMARKS							
BH	HUGGE, BRIAN D	06:05-14:05/R	06:05:00	10:05:00	4+0			
	REMARKS							
UK	BURKE, JOSEPH A	06:15-14:15/R	06:15:00	14:15:00		3+27		
	REMARKS							
ZZ	THOMSON, DANIEL A	06:29-14:29/R	06:29:00	14:29:00				
	REMARKS							
ET	MCDONALD, RICHARD	06:30-14:30/R	06:30:00	14:30:00				

T75

Selected Report Dates: 9/27/2007 10:00:00 PM - 9/28/2007 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
	REMARKS							
MS	MORRIS, LISA A	06:30-14:30/R	06:30:00	14:30:00				
	REMARKS							
CK	CLARK, STEPHEN T.	09:00-17:00/R	09:00:00	17:00:00		2+1		
	REMARKS							
PT	TIERNEY, THOMAS P.	09:00-17:00/R	09:00:00	17:00:00				
	REMARKS							
DE	DEUSER, EDDIE R	10:00-18:00/R	10:00:00	18:00:00				
	REMARKS							
XS	WINGBERMUEHLE,	10:00-18:00/R	10:00:00	18:00:00				
	REMARKS							
RD	LANIER, RICHARD D	11:00-19:00/R	11:00:00	19:00:00	8+0			
	REMARKS							
VG	SANDVIG, RICK S	11:00-19:00/R	12:00:00	19:00:00	1+0			
	REMARKS							
DT	BROWN, DAVID M	13:00-21:00/R	13:00:00	19:18:00	1+42			
	REMARKS							
RC	CORDELL, RANDALL L	13:00-21:00/R	12:45:00	21:00:00				0+15
	REMARKS							
FK	FUNK, DEAN M	13:00-21:00/R	13:00:00	21:00:00				
	REMARKS							
GT	GRANT, DANE W	13:00-21:00/R	13:00:00	21:00:00				
	REMARKS							
NE	NOLLE, MICHAEL J	13:00-21:00/R	13:00:00	21:00:00				
	REMARKS							
DR	ROTHERY, DAVID J	13:00-21:00/R	13:00:00	21:00:00				
	REMARKS							
HX	SIESENER, JULIE M	13:00-21:00/R	13:00:00	21:00:00				
	REMARKS							
LW	WHEELER, LYNN G	14:15-22:15/R	14:15:00	22:15:00				
	REMARKS							

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Selected Report Dates: 9/27/2007 10:00:00 PM - 9/28/2007 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
MH	HUMPHREY, MARK A	14:20-22:20/R	14:20:00	22:20:00				
	REMARKS							
TM	BUSO, TIMOTHY A	14:50-22:50/R	14:50:00	22:50:00				
	REMARKS							
LG	GARDNER, LLOYD E.	19:30-03:30/R	19:30:00	05:00:00				1+30
	REMARKS							
HE	HARTSOE, STEVEN	21:30-05:30/R	21:30:00	05:30:00				
	REMARKS							
AN	NEWELL, ALLAN L	21:30-05:30/R	21:30:00	05:30:00				
	REMARKS							

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Federal Aviation Administration

Memorandum

Date: 10/19/07

To: Accident Package STL-ATCT-0008

From: *Jeffrey C. Graves*
Jeffrey C. Graves, Manager, STL Airport Traffic Control Tower

Subject: Personnel Log for September 28, 2006, 1832 UTC.

The following personnel were assigned regular days off and were not on duty at STL Airport Traffic Control Tower on September 28, 2007, 1832 UTC:

Name

Julia Grant	Charles Kueper
Martin Gutsche	Larry Melton
Carl Hernandez	Jacqueline Rosenthal
Dale Hopwood	Edward Ruhbeck
Elizabeth Kelly	Stephen Schreck
Konrad Kern	Stephen Weaver
Daniel Kraus	

The following personnel were on duty at STL Airport Traffic Control Tower on September 28, 2007, 1832 UTC:

	Shift	Sign-In	Sign-Out	LV	TOS
Patti Brown	06:30 – 15:00	06:30	10:30	4+0	
Charles Peacock	07:30 – 16:00	07:00	18:00		2+30

ART - Sign On Log

10/18/2007 1:01:36 PM

STL

Selected Report Dates: 9/27/2007 10:00:00 PM - 9/28/2007 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
DW	EDGINGTON, DWIGHT	22:30-06:30/R	22:00:00	06:30:00				0+30
	REMARKS							
SM	MIDKIFF, SAMUEL A	22:30-06:30/R	21:30:00	06:30:00				1+0
	REMARKS							
HD	HASTINGS, DAVID R	05:45-13:45/R	05:45:00	12:15:00	1+30			
	REMARKS							
AG	LINGAFELTER,	05:45-13:45/R	05:45:00	09:45:00	4+0			
	REMARKS							
WT	BARKFELT, WAYNE T	06:00-14:00/R	06:00:00	14:00:00	8+0			
	REMARKS							
RV	HARVEY, JAMES L, III	06:00-14:00/R	06:00:00	14:00:00	8+0			
	REMARKS							
MZ	ZAWALSKI, MARK G	06:00-14:00/R	06:00:00	14:00:00	8+0			
	REMARKS							
PM	CORDELL, PAM S	06:15-14:15/R	06:15:00	14:15:00				
	REMARKS							
JH	HAGY, JOHN R	06:30-14:30/R	06:30:00	14:30:00		2+55		
	REMARKS							
MG	IRVIN, MARK G.	06:30-14:30/R	06:30:00	14:30:00				
	REMARKS							
GE	MARKHAM, MICHAEL E	06:30-14:30/R	06:30:00	09:45:00	4+45			
	REMARKS							
KA	ARNOLD, KIRK A.	07:00-15:00/R	07:00:00	17:00:00				2+0
	REMARKS							
HT	REESE, ROBERT	07:00-15:00/R	07:00:00	15:00:00				
	REMARKS							
LD	MOORE, LETA J	08:00-16:00/R	08:30:00	16:00:00	0+30			
	REMARKS							
KJ	KIEFFER , JR.,	12:00-20:00/R	12:00:00	18:15:00	1+45			

STL

Selected Report Dates: 9/27/2007 10:00:00 PM - 9/28/2007 10:00:00 PM

OPINIT	NAME	SHIFT/TYPE	SIGN- IN	SIGN - OUT	LV	OJT	CIC	TOS
	REMARKS							
PR	HODGES, PHILIP R	13:15-21:15/R	12:15:00	21:15:00				1+0
	REMARKS							
JM	MCGHEE, JAMES M.	13:15-21:15/R	13:00:00	21:15:00				0+15
	REMARKS							
CM	MARKHAM, CHRISTINE	14:15-22:15/R	14:15:00	22:15:00	8+0			
	REMARKS							
RT	GOEBEL, WALTER A	14:50-22:50/R	14:50:00	22:50:00				
	REMARKS							
MO	ORR, MARK D	14:50-22:50/R	14:50:00	22:50:00				
	REMARKS							
RJ	WARD, RICKY J	14:50-22:50/R	14:35:00	22:50:00				0+15
	REMARKS							
UH	HOVICK, JAMES L	15:45-21:45/O	15:45:00	21:45:00				6+0
	REMARKS							

STL-ATCT-0008
AAL1400

SECTION 7.
FAA Form 7230-10, Position Logs, or automated equivalent

POSITION LOG						
Fac ID: T75	Log Date: 9/28/2007					
Pos ID: MID N	Pos Type: AR					
TIME ON	Initials	TIME OFF	Code	Where Combined To:		
				Pos ID	Pos Type	
0500	BK	0527	C			
0528	MR	0729	S			
0730	ID	1005	C			
1006	LG	1006	S			
1007	JR	1057	C			
1058		0328		AC	OT	
0329	HE	0459	C			

POSITION LOG						
Fac ID: T75	Log Date: 9/28/2007					
Pos ID: FN	Pos Type: AR					
TIME ON	Initials	TIME OFF	Code	Where Combined To:		
				Pos ID	Pos Type	
0500		1121		AN	AR	
1122	RS	1211	C			
1212	BB	1240	C			
1241		1240		AN	AR	
1241	ZZ	1334	C			
1335	JR	1430	C			
1431	RS	1529	C			
1530	BB	1622	C			
1623	ET	1713	C			
1714	PT	1811	C			
1812	NE	1910	C			
1911	GT	2018	C			
2019	DR	2115	C			
2116	FK	2217	C			
2218	TM	2311	C			
2312	DT	0012	C			
0013	MH	0044	C			
0045	NE	0127	C			
0128	LW	0313	C			
0314		0459		AN	AR	

POSITION LOG					
Fac ID: T75		Log Date: 9/28/2007			
Pos ID: AN		Pos Type: AR			
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0500		0459		MID N	AR

STL-ATCT-0008
 AAL1400

POSITION LOG					
Fac ID: T75	Log Date: 9/28/2007				
Pos ID: AS	Pos Type: AR				
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0500		0459		AN	AR

STL-ATCT-0008
 AAL1400

POSITION LOG					
Fac ID: T75	Log Date: 9/28/2007		Where Combined To:		
Pos ID: FS	Pos Type: AR		Pos ID	Pos Type	
TIME ON	Initials	TIME OFF	Code	MID N	AR
0500		0459			

STL-ATCT-0008
AAL1400

POSITION LOG					
Fac ID: T75	Log Date: 9/28/2007				
Pos ID: PRM N	Pos Type: FM				
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0500		0459		AC	OT

FAA Form 7230-10 (Electronic)

STL-ATCT-0008
AAL1400

POSITION LOG							
Fac ID:	T75	Log Date:	9/28/2007		Where Combined To:		
Pos ID:	PRM S	Pos Type:	FM	Code	Pos ID	Pos Type	
TIME ON	Initials	TIME OFF					
0500		0459		AN	AR		

POSITION LOG

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0500		1838		MID N	AR
1839	HX	1939	C		
1940	MH	2036	C		
2037	HX	2145	C		
2146		2346		DS	DR
2347	LW	0044	C		
0045		0459		MID N	AR

STL-ATCT-0008
AAL1400

POSITION LOG

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0500		0459		Closed	

POSITION LOG						
Fac ID: T75		Log Date: 9/28/2007				
Pos ID: LN		Pos Type: ST				
TIME ON	Initials	TIME OFF	Code	Where Combined To:		
				Pos ID	Pos Type	
0500		1842		LW	ST	
1843	FK	1940	C			
1941	PT	2039	C			
2040	DT	2138	C			
2139	MH	2234	C			
2235		2313		LW	ST	
2314	GT	0000	C			
0001		0459		LW	ST	

FAA Form 7230-10 (Electronic)

STL-ATCT-0008
AAL1400

POSITION LOG						
Fac ID: T75		Log Date: 9/28/2007				
Pos ID: LW		Pos Type: ST				
TIME ON	Initials	TIME OFF	Code	Where Combined To:		
				Pos ID	Pos Type	
0500		1056		DS	DR	
1057	AN	1156	C			
1157	BH	1255	C			
1256	ET	1407	C			
1408	PT	1456	C			
1457	EE	1608	C			
1609	ZZ	1654	C			
1655	RS	1725	C			
1726	EE	1814	C			
1815	DR	1908	C			
1909	CK	2018	C			
2019	TM	2119	C			
2120	GT	2211	C			
2212	DR	2315	C			
2316	HX	0012	C			
0013	TM	0100	C			
0101	GT	0127	C			
0128	MH	0231	C			
0232		0459		DS	DR	

FAA Form 7230-10 (Electronic)

POSITION LOG						
Fac ID: T75	Log Date: 9/28/2007	Pos Type: HO	Code	Where Combined To:	Pos ID	Pos Type
Pos ID: LW HO	TIME ON	Initials	TIME OFF	Pos ID	LW	ST
0500			0459			

STL-ATCT-0008
AAL1400

POSITION LOG						
Fac ID: T75	Log Date: 9/28/2007					
Pos ID: AC	Pos Type: OT					
TIME ON	Initials	TIME OFF	Code	Where Combined To:		
				Pos ID	Pos Type	
0500	MR	0948	S			
0949		1005		AN	AR	
1006	LG	1504	S			
1504	DE	1640	S			
1505		1503		AN	AR	
1641		1724		CIC	OT	
1725	DE	2249	S			
2250		0459		AN	AR	

POSITION LOG					
Fac ID: T75	Log Date: 9/28/2007				
Pos ID: DC	Pos Type: OT				
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0500		1744		AC	OT
1745	RC	1759	S		
1800	RC	0051	S		
0052	LG	0459	S		

POSITION LOG							
Fac ID: T75		Log Date: 9/28/2007					
Pos ID: CIC		Pos Type: OT					
TIME ON	Initials	TIME OFF	Code	Where Combined To:			
				Pos ID	Pos Type		
0500		1141		AC	OT		
1142	EE	1255	C				
1256		1359		AC	OT		
1400	AN	1417	C				
1418		1638		AC	OT		
1639	JR	1724	C				
1725		0459		AC	OT		

STL-ATCT-0008
AAL1400

POSITION LOG									
Fac ID: T75		Log Date: 9/28/2007							
Pos ID: TA		Pos Type: TM							
TIME ON	Initials	TIME OFF	Code	Where Combined To:					
				Pos ID	Pos Type				
0500		1707		TC	TM				
1708	VG	2347	C						
2348		0459		AC	OT				

FAA Form 7230-10 (Electronic)

POSITION LOG					
Fac ID: T75	Log Date: 9/28/2007				
Pos ID: TD	Pos Type: TM				
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0500		0459		TA	TM

POSITION LOG									
Fac ID: T75		Log Date: 9/28/2007							
Pos ID: FD		Pos Type: FD							
TIME ON	Initials	TIME OFF	Code	Where Combined To:					
				Pos ID	Pos Type				
0500		1059		AC	OT				
1100	LT	1131	C						
1132	LG	1144	S						
1145	LG	1217	S						
1145	MS	1217	R						
1218		1218		AC	OT				
1219	LT	1355	C						
1356	MS	1459	C						
1500	XS	1556	C						
1557	LT	1653	C						
1654	MS	1757	C						
1758	XS	1934	C						
1935		2021		AC	OT				
2022	XS	2120	C						
2121		2159		AC	OT				
2200	XS	2246	C						
2247		0459		AC	OT				

POSITION LOG											
Fac ID: T75		Log Date: 9/28/2007									
Pos ID: BL		Pos Type: ST									
TIME ON	Initials	TIME OFF	Code	Where Combined To:							
				Pos ID	Pos Type						
0500		0459		LN	ST						

POSITION LOG

Fac ID: STL		Log Date: 9/28/2007		Pos Type: GC	
Pos ID: ME		Pos Type: GC		Pos Type: GC	
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0500		1114		GO	GC
1115	PM	1130	C		
1131	PS	1305	S		
1305	GE	1400	C		
1401	KA	1502	C		
1503	LD	1715	S		
1716	PR	1811	C		
1812	JM	1814	C		
1815	JM	1951	C		
1952	KJ	2047	S		
2048	PR	2147	C		
2148	RT	2300	C		
2301	JM	2359	C		
0000	MO	0044	C		
0045	PR	0132	C		
0133		0459		GO	GC

POSITION LOG

Fac ID: STL Pos ID: GO		Log Date: 9/28/2007 Pos Type: GC		Where Combined To:	
TIME ON	Initials	TIME OFF	Code	Pos ID	Pos Type
2310	UH	2333	S		
2334	RJ	0023	C		
0024	UH	0143	S		
0144	RJ	0238	C		
0239	RT	0317	C		
0318	SM	0329	C		
0330	SM	0459	C		

FAA Form 7230-10 (Electronic)

POSITION LOG

Fac ID: STL Pos ID: GO		Log Date: 9/28/2007 Pos Type: GC		Where Combined To:	
TIME ON	Initials	TIME OFF	Code	Pos ID	Pos Type
0500	DW	0638	C		
0639	SM	1046	C		
1047	AG	1114	C		
1115	AG	1132	C		
1133	AG	1138	C		
1139	GE	1219	C		
1220	HT	1323	C		
1324	CP	1425	S		
1426	HD	1515	C		
1516	PM	1610	C		
1611	KA	1655	C		
1656	CP	1756	S		
1757	KJ	1858	S		
1859		1951		GI	GC
1952	RJ	2045	C		
2046	KA	2054	C		
2055	UH	2055	S		
2056	KA	2130	C		
2131	JM	2218	C		
2219	MO	2309	C		

FAA Form 7230-10 (Electronic)

POSITION LOG

Fac ID: STL Log Date: 9/28/2007
Pos ID: CE Pos Type: CC

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0500		1201		SC	OT
1202	KA	1302	C		
1303		1401		SC	OT
1402	MG	1438	C		
1439	MG	1440	C		
1441		1822		SC	OT
1823	HT	1937	C		
1938		0459		SC	OT

POSITION LOG

Fac ID: STL
Pos ID: NL

Log Date: 9/28/2007
Pos Type: LC

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0500		1822		SL	LC
1823	CP	1905	S		
1906		0459		SL	LC

POSITION LOG

Fac ID: STL
Pos ID: SC

Log Date: 9/28/2007
Pos Type: OT

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0309	SM	0329	C		
0330	ER	0459	C		

POSITION LOG

Fac ID: STL
Pos ID: SC

Log Date: 9/28/2007
Pos Type: OT

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0500	SM	1114	C		
1115	AG	1132	C		
1133	MG	1229	C		
1230	AG	1332	C		
1333	LD	1438	S		
1439	MG	1508	C		
1509	HT	1543	C		
1544	HD	1655	C		
1656	KA	1722	C		
1723	KJ	1756	S		
1757	HT	1822	C		
1823	LD	2004	S		
2005	MO	2126	C		
2127	KJ	2128	S		
2129	JM	2130	C		
2131	KJ	2224	S		
2225	UH	2333	S		
2334	RJ	0023	C		
0024	UH	0144	S		
0145	MO	0308	C		

POSITION LOG									
Fac ID: STL		Log Date: 9/28/2007							
Pos ID: WL		Pos Type: LC							
TIME ON	Initials	TIME OFF	Code	Where Combined To:					
				Pos ID	Pos Type				
0500		1825		SL	LC				
1826	PR	1953	C						
1954		2015		SL	LC				
2016	KA	2044	C						
2045		0459		SL	LC				

FAA Form 7230-10 (Electronic)

POSITION LOG

Fac ID: STL	Log Date: 9/28/2007							
Pos ID: GW	Pos Type: GC							
TIME ON	Initials	TIME OFF	Code	Where Combined To:		Pos ID	Pos Type	
0500		0459		WL			LC	

POSITION LOG					
Fac ID: STL		Log Date: 9/28/2007			
Pos ID: CW		Pos Type: CC			
TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0500		0459		CE	CC

POSITION LOG

Fac ID: STL
Pos ID: CD
Log Date: 9/28/2007
Pos Type: CD

TIME ON	Initials	TIME OFF	Code	Where Combined To:	
				Pos ID	Pos Type
0500		0459		ME	GC

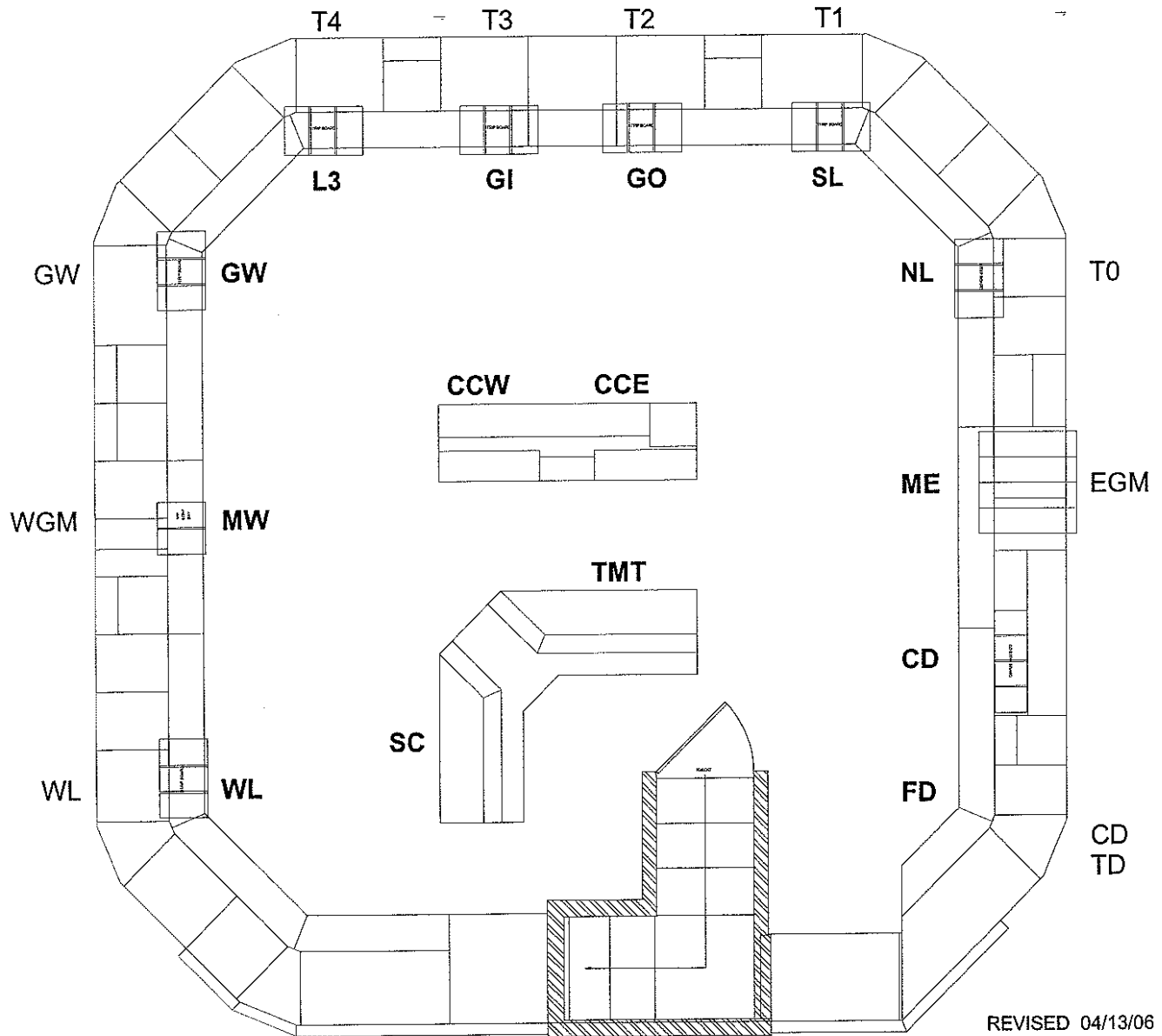
POSITION LOG						
Fac ID: STL	Log Date: 9/28/2007					
Pos ID: TD	Pos Type: FD					
TIME ON	Initials	TIME OFF	Code	Where Combined To:		
				Pos ID	Pos Type	
0500		0459		CD	CD	

POSITION LOG					
Fac ID: STL		Log Date: 9/28/2007		Pos Type: TM	
Pos ID: T1		Code		Where Combined To:	
TIME ON		TIME OFF		Pos ID	Pos Type
0500		0459		SC	OT

STL-ATCT-0008
AAL1400

SECTION 8.
Facility Layout Charts

STL ATCT
OPERATIONAL CONFIGURATION
RUNWAY 29/30

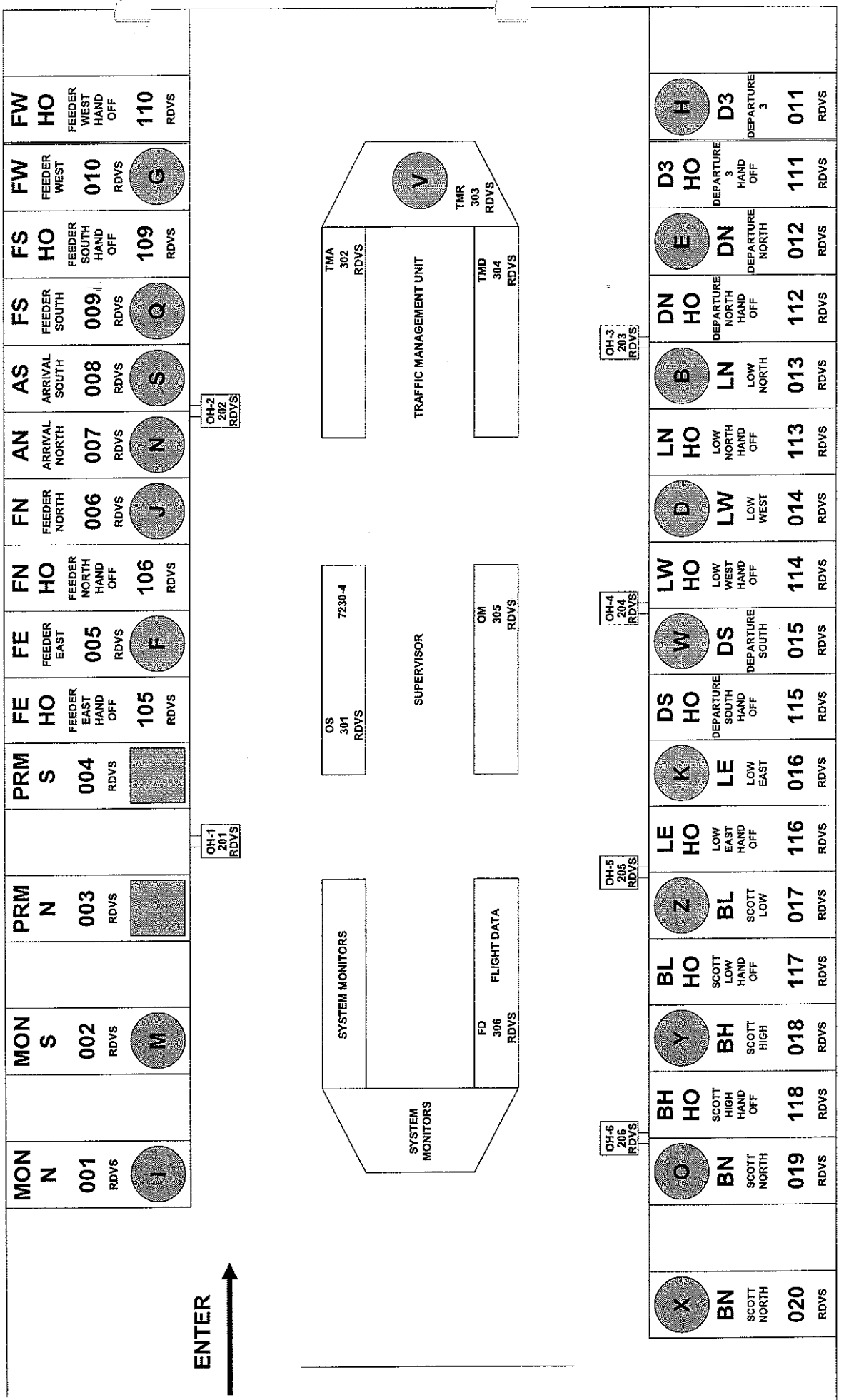


REVISED 04/13/06

Tower Cab Layout

- | | |
|------------------------------|----------------------------|
| SC Tower Cab Supervisor/CIC | NL North Local Control |
| TMT Traffic Management Tower | SL South Local Control |
| CCW West Cab Coordinator | GO Outbound Ground Control |
| CCE East Cab Coordinator | GI Inbound Ground Control |
| TD Tower Data | L3 Local Control Three |
| CD Clearance Delivery | GW Ground Control West |
| ME East Ground Meter | MW West Ground Meter |
| | WL West Local Control |

GATEWAY TRACON (T75) FACILITY LAYOUT



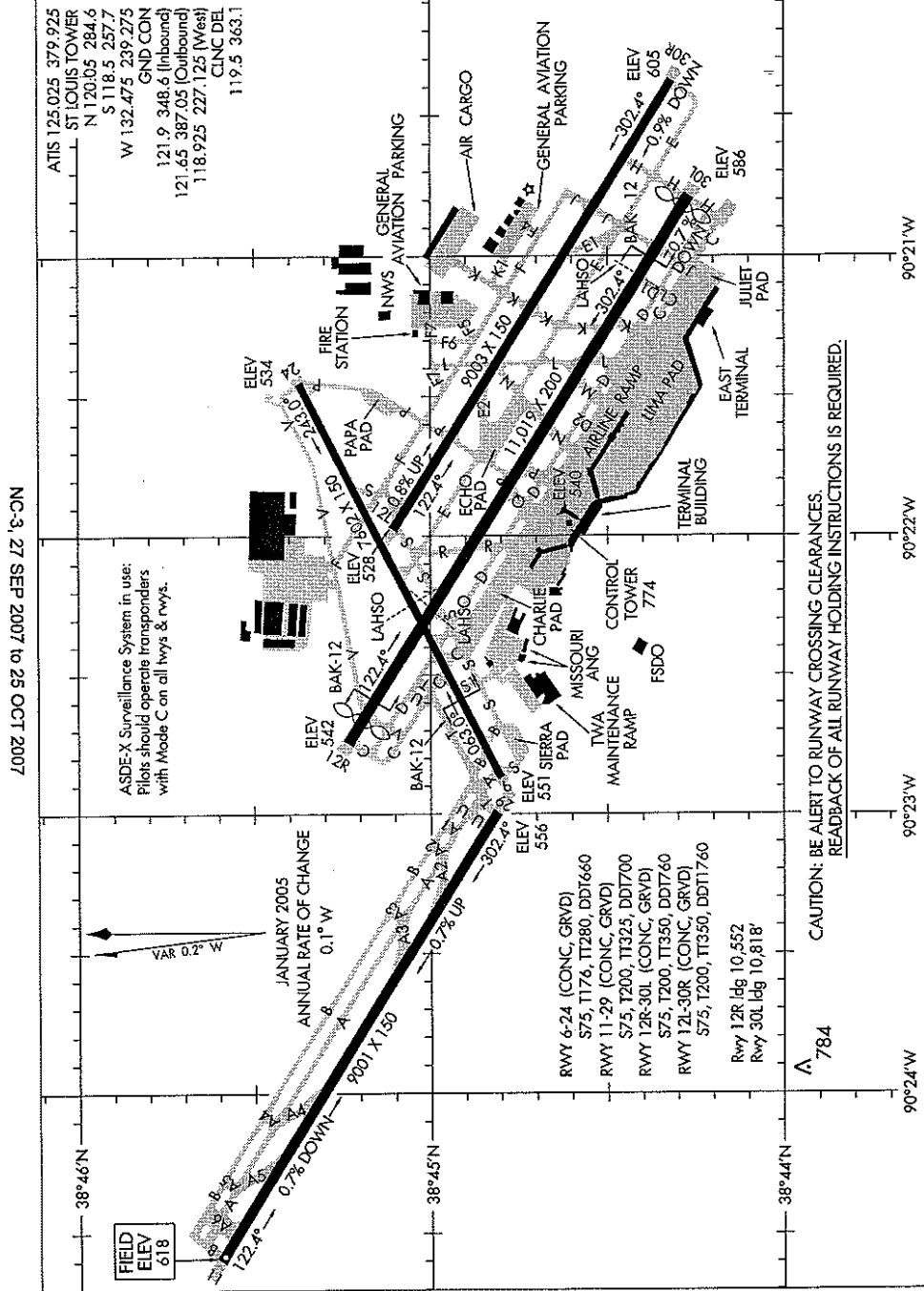
STL-ATCT-0008
AAL1400

SECTION 9.
Airport Diagram

STL-ATCT-0008
AAL1400

This Diagram is not to scale.

06215
AIRPORT DIAGRAM
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI



NC-3, 27 SEP 2007 to 25 OCT 2007

NC-3, 27 SEP 2007 to 25 OCT 2007

AIRPORT DIAGRAM
ST. LOUIS, MISSOURI
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

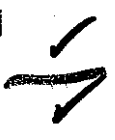
STL-ATCT-0008
AAL1400

SECTION 10.
Flight Progress Strips

STL-ATCT-0008

St. Louis ATCT

AAL1400
MD82/L
974-



1705
P1740
270

STL
CC ^{VS}


STL CARDS7 SPI PNT V227
PLANO **ORD**

12	Y	C16
L		

STL-ATCT-0008

Gateway TRACON

AAL1400

MD82/L

974-

1705

P1740

270

STL

CC

STL CARDS7 SPI PNT V227

PLANO **ORD**

464

FAA FORM 7230-8(5-88)

STL-ATCT-0008
AAL1400

SECTION 11.
Transcriptions of Voice Recordings



Federal Aviation Administration

Memorandum

Date: November 13, 2007

To: Aircraft Accident File STL-ATCT-0008

From: St. Louis Airport Traffic Control Tower

Subject: **INFORMATION**: Partial Transcript
Aircraft Accident, AAL1400
Bridgeton, MO, September 28, 2007

This transcription covers the St. Louis Airport Traffic Control Tower (ATCT) ME GC position for the time period from September 28, 2007, 1758 UTC, to September 28, 2007, 1813 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
AMERICAN AIRLINES INC., AAL1400 St. Louis ATCT, East Ground Meter	AAL1400 ME

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL1400.

Patti L. Brown

Patti L. Brown
Staff Support Specialist
St. Louis Airport Traffic Control Tower

1758
(1759-1802)
1803
1803:29 AAL1400 hey meter american fourteen hundred ready to go off
charlie sixteen for tail west spot twelve

1803:33 ME american fourteen hundred metering victor is the current
atis push as requested advise ready to taxi

1803:37 AAL1400 we'll do er thanks
1804
(1805-1806)
1807
1807:08 AAL1400 hey meter american uh fourteen hundred we are ready to
taxi

STL-ATCT-0008
AAL1400

Page 2 of 2

1807:13 ME american fourteen hundred monitor ground point niner

1807:15 AAL1400 see
1808
(1809-1812)
1813

End of Transcript



Federal Aviation Administration

Memorandum

Date: October 22, 2007
To: Aircraft Accident File STL-ATCT-0008
From: St. Louis Airport Traffic Control Tower
Subject: INFORMATION: Partial Transcript
Aircraft Accident, AAL1400
Bridgeton, MO, September 28, 2007

This transcription covers the St. Louis Airport Traffic Control Tower (ATCT) GO GC position for the time period from September 28, 2007, 1802 UTC, to September 28, 2007, 1824 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
St. Louis ATCT, Ground Out	GO
AMERICAN AIRLINES INC., AAL1400	AAL1400
STL Airport ARFF Unit, Truck 50	TR50
STL Airport ARFF Unit, Truck 53	TR53
STL Airport ARFF Unit, Truck 42	TR42

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL1400.

Patti L. Brown

Patti L. Brown
Staff Support Specialist
St. Louis Airport Traffic Control Tower

1802
(1803-1806)
1807
1807:33 GO american fourteen hundred st louis ground taxi to runway
three zero left

1807:35 AAL1400 down to thirty left american fourteen hundred
1808
(1809-1816)
1817
1817:46 TR50 ground truck fifty

1817:48 GO truck fifty ground

1817:49 TR50 truck fifty plus two coming out of south set up for
thirty right

1817:53 GO truck fifty hold short of runway three zero left at
november

1817:59 TR50 truck fifty and company holding short of three zero left
at november

1818:05 TR53 saint louis ground truck fifty three

1818:06 GO truck fifty three ground

1818:08 TR53 truck fifty three and one additional company coming out
of the west like to set up for thirty right

1818:13 GO truck fifty three proceed as requested hold short of
runway two four

1818:17 TR53 truck fifty three and company setting up for thirty
right

1818:26 TR42 saint louis ground truck forty two

1818:28 GO truck forty two ground

1818:30 TR42 truck forty two and company comin out of the north
firehouse ready for the setup on uh thirty right

1818:35 GO truck forty two set up for runway three zero right

1818:38 TR42 truck forty two setting up for three zero right
1819
(1820-1823)
1824

End of Transcript



Federal Aviation Administration

Memorandum

Date: November 19, 2007

To: Aircraft Accident File STL-ATCT-0008

From: St. Louis Airport Traffic Control Tower

Subject: INFORMATION: Partial Transcript
Aircraft Accident, AAL1400
Bridgeton, MO, September 28, 2007

This transcription covers the St. Louis Airport Traffic Control Tower (ATCT) SL LC position for the time period from September 28, 2007, 1806 UTC, to September 28, 2007, 1830 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
AMERICAN AIRLINES INC., AAL1400	AAL1400
St. Louis ATCT, South Local	SL
T75 TRACON, Feeder North	FN
T75 TRACON, Departure South	DS
Unknown	UNK

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL1400.

Patti L. Brown

Patti L. Brown
Staff Support Specialist
St. Louis Airport Traffic Control Tower

1806
(1807-1810)

1811

1811:01 AAL1400 american fourteen hundred we'll be ready to go at the end

1811:05 SL american fourteen hundred saint louis tower runway three zero left turn right heading three four five cleared for takeoff transponder on

1811:12 AAL1400 alrighty uh transponder's on up to uh make a left a right turn to three forty five cleared takeoff thirty left american uh fourteen hundred

1812

STL-ATCT-0008
AAL1400

Page 2 of 4

1812:39 SL american fourteen hundred three four five contact
departure good day

1812:42 AAL1400 good day
1813
(1814-1815)
1816

1816:40 SL hey arrival local

1816:42 FN yep

1816:42 SL that american's got a lot of smoke comin out so he might
really have a fire

1816:46 FN say again

1816:47 SL that american fourteen hundred you talkin to him

1816:55 SL departure

1816:56 DS yes

1816:56 SL you talkin to that american

1816:58 DS yeah he's comin back

1816:59 SL he he's got a lot of smoke comin out of that plane he
might really have a fire

1817:01 DS alright alright

1817:01 SL so you want to get him right in

1817:02 DS alright we'll do it

1817:04 UNK a lot of smoke comin out of him

1817:05 SL say again
1818
1819
1820

1820:30 AAL1400 tower american five hundred five out on the visual
thirty uh right with emergency

1820:35 SL american fourteen hundred saint louis tower runway three
zero right cleared to land wind three one zero at one
three

1820:40 AAL1400 cleared to land thirty right american five
hundred---fourteen hundred

1820:50 SL american fourteen hundred i'm assuming you want to be
followed down the runway

1820:53 AAL1400 yeah we're gonna stop straight ahead on the runway

1820:55 SL okay
1821

1821:24 AAL1400 hey tower american fourteen hundred

1821:32 SL american fourteen hundred go ahead

1821:36 SL american fourteen hundred did you have a request

1821:40 AAL1400 tower american fourteen hundred you see any indication
we have our wheels down

1821:47 SL american fourteen hundred uh the mains appear to be down
but i can't i don't there is no nose gear i don't
believe there's a nose gear

1821:57 AAL1400 alright we're gonna have to go around then---going
around i wanna make the right hand pattern

1822:03 SL american fourteen hundred okay just fly uh runway
heading and climb and maintain three thousand and there
is no nose gear uh mains appear to be down but no nose
gear

1822:12 AAL1400 uh okay uh we'll go straight ahead to three and uh we're
gonna take a block three to four fourteen hundred

1822:16 UNK and be advised that american that's doin the go around

we saw smoke uh comin out of him uh when he was about
three miles out

1822:23 SL yeah thank you

1822:51 SL american fourteen hundred um say your request

1822:55 AAL1400 a yeah we're gonna have to figure out what the heck uh
try get this nose gear down here

1823:00 SL american fourteen hundred roger just for your
information there was quite a bit of black uh i guess
soot or whatever on that left engine so obviously the
fire was real

1823:09 AAL1400 okay

1823:10 SL american fourteen hundred uh do you prefer to make uh do
you just want to stay straight out because of the engine
do you want to make some turns do you want to climb what
would you like to do

1823:18 AAL1400 well we're going to have to make uh a turn to the right
here just to keep us in the area and we uh may have to
come back to two four uh we'll have let ya know

1823:27 SL american fourteen hundred go ahead and make a right turn
heading zero six zero and climb and maintain three
thousand

1823:32 AAL1400 alright right zero six zero and it's going to be
extremely slow climb here

1823:35 SL american fourteen hundred roger
1824

1824:46 SL american fourteen hundred i see you're not making that
right turn is there anything else you need

1825
(1826-1829)
1830

End of Transcript

STL-ATCT-0008
AAL1400



Federal Aviation Administration

Memorandum

Date: November 20, 2007
To: Aircraft Accident File STL-ATCT-0008
From: Gateway Terminal Radar Approach Control
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident; AAL1400
Bridgeton, MO; September 28, 2007

This transcription covers the Gateway Terminal Radar Approach Control Departure South position for the period from September 28, 2007, 1807 UTC, to September 28, 2007, 1826 UTC.

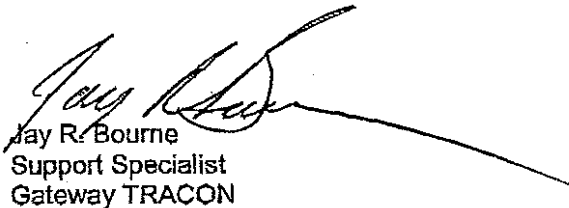
Agencies Making Transmissions

American 1400
Gateway TRACON – Departure South
Gateway TRACON – Feeder North
St.Louis Tower – Local Control

Abbreviations

AAL1400
DS
FN
LCL

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL1400:


Jay R. Bourne
Support Specialist
Gateway TRACON

1807
(1808-1811)
1812
1812:49 AAL1400 hey departure american three forty a fourteen hundred actually
we're out of a one point five for five thousand

1812:54 DS american fourteen hundred saint louis radar contact climb and
maintain one five thousand

1812:57 AAL1400 one five fifteen american fourteen hundred

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AAL1400

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1813:15 DS american fourteen hundred turn right heading zero five zero
don't join the departure vector for traffic

1813:19 AAL1400 okay we'll make a right turn zero five zero and uh not join american uh
fourteen hundred

1814
1814:12 AAL1400 hey uh saint louis american uh fourteen hundred

1814:14 DS yes sir

1814:15 AAL1400 yeah we're gonna have to uh declare an emergency swing back
around and land

1814:23 DS american fourteen hundred roger just maintain uh at or about five
thousand will be fine you need to do some work first or come
right back

1814:29 AAL1400 no uh we're gonna come right back around a we just had a (unintelligible)
fire indication

1814:37 DS american fourteen hundred turn right heading one two zero

1814:43 DS fourteen hundred turn right to a heading of one two zero

1814:46 AAL1400 okay one twenty american five hundred

1815
1815:04 DS american fourteen hundred i can get you right back in for two four
if you need to

1815:08 AAL1400 um yeah amer two four will work

1815:11 DS american fourteen hundred roger the airport's at a three o'clock
and six miles maintain two thousand five hundred

1815:16 AAL1400 we're going down a two thousand five hundred we do have the
field in sight fourteen hundred

1815:20 DS fourteen hundred roger what's the a nature of the emergency
you need the a the a equipment standing by this is gonna be
short notice for em

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AAL1400

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1815:25 AAL1400 yeah ya gonna have to roll the trucks for us a we got a left indication of a left engine fire

1815:30 DS left engine fire you a want a do a thirty right or do you want a do two four

1815:35 AAL1400 let's do a if it's good better for the arf guys let's do thirty right

1815:39 DS american fourteen hundred maintain two thousand five hundred heading one four zero

1815:41 AAL1400 okay one forty down to two thousand five hundred

1816:02 FN go ahead

1816:06 FN go ahead joe

1816:07 DS american fourteen hundred is a declaring an emergency two thousand five hundred one forty heading rolling the trucks now and a he wants to get back in for thirty right so i'll put him back on you can sequence him in

1816:13 FN okay

1816:15 FN thirty right's okay

1816:17 FN all right that's fine that's fine

1816:18 DS all right

1816:24 DS american fourteen hundred they're buiding a hole for ya on final right now so maintain two thousand five hundred and a one forty heading contact approach on one two four point two five twenty four twenty five they get ya right in

1816:35 AAL1400 twenty four twenty five american uh fourteen hundred

1816:40 LCL hey arrival local

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AAL1400

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1816:42 FN yeah

1816:43 LCL that american's got a lot a smoke coming out he might really have a fire

1816:45 FN say again

1816:47 LCL that american fourteen hundred you talking to him

1816:49 FN hang on

1816:50 AAL1400 american fourteen hundred we're with ya

1817
1817:38 FN american fourteen hundred if you're on turn right heading two five zero

1817:43 AAL1400 two five zero american fourteen hundred

1817:45 FN american fourteen hundred the airport one o'clock one zero miles when ya get established on the heading just advise when ya have it in sight

1817:50 AAL1400 american fourteen hundred

1818
1818:14 FN american fourteen hundred i'm sorry you say airport in sight

1818:17 AAL1400 negative i didn't say that

1818:18 FN all right american fourteen hundred roger fly heading two five zero

1818:21 AAL1400 two five zero fourteen hundred

1819
1819:22 FN american fourteen hundred da cleared visual approach runway three zero right

1819:27 AAL1400 cleared visual thirty right american a fourteen hundred

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1819:29 FN american fourteen hundred if ya can gimme fuel and souls

1819:32 AAL1400 ah we got a one thirty seven on board four five crew member
and a twenty one three on the fuel

1819:41 FN i'm sorry missed the fuel say again

1819:44 AAL1400 ah it's about three hours

1819:45 FN thanks

1820
1820:10 FN american fourteen hundred contact tower one two zero point
zero five

1820:12 AAL1400 one two zero zero five
1821
(1822-1825)
1826

End of Transcript

STL-ATCT-0008
AAL1400



Federal Aviation Administration

Memorandum

Date: November 20, 2007
To: Aircraft Accident File STL-ATCT-0008
From: Gateway Terminal Radar Approach Control
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident; AAL1400
Bridgeton, MO; September 28, 2007

This transcription covers the Gateway Terminal Radar Approach Control Feeder North position for the period from September 28, 2007, 1807 UTC, to September 28, 2007, 1826 UTC.

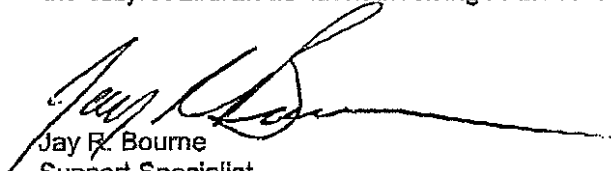
Agencies Making Transmissions

American 1400
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Gateway TRACON – Feeder North
St. Louis Tower – Local Control

Abbreviations

AAL1400
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FN
LCL

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL1400:


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Support Specialist
Gateway TRACON

1807
(1808-1811)
1812
1812:49 AAL1400 hey departure american three forty a fourteen hundred actually
we're out of a one point five for five thousand

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maintain one five thousand

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AAL1400

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1813:15 DS american fourteen hundred turn right heading zero five zero
don't join the departure vector for traffic

1813:19 AAL1400 — okay we'll make a right turn zero five zero and uh not join american uh
fourteen hundred

1814
1814:12 AAL1400 hey uh saint louis american uh fourteen hundred

1814:14 DS yes sir

1814:15 AAL1400 yeah we're gonna have to uh declare an emergency swing back
around and land

1814:23 DS american fourteen hundred roger just maintain uh at or about five
thousand will be fine you need to do some work first or come
right back

1814:29 AAL1400 no uh we're gonna come right back around a we just had a (unintelligible)
fire indication

1814:37 DS american fourteen hundred turn right heading one two zero

1814:43 DS fourteen hundred turn right to a heading of one two zero

1814:46 AAL1400 okay one twenty american five hundred

1815
1815:04 DS american fourteen hundred i can get you right back in for two four
if you need to

1815:08 AAL1400 um yeah amer two four will work

1815:11 DS american fourteen hundred roger the airport's at a three o'clock
and six miles maintain two thousand five hundred

1815:16 AAL1400 we're going down a two thousand five hundred we do have the
field in sight fourteen hundred

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you need the a the a equipment standing by this is gonna be
short notice for em

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AAL1400

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1815:25 AAL1400 yeah ya gonna have to roll the trucks for us a we got a left indication of a left engine fire

1815:30 DS left engine fire you a want a do a thirty right or do you want a do two four

1815:35 AAL1400 let's do a if it's good better for the arf guys let's do thirty right

1815:39 DS american fourteen hundred maintain two thousand five hundred heading one four zero

1815:41 AAL1400 okay one forty down to two thousand five hundred

1816:02 FN go ahead

1816:06 FN go ahead joe

1816:07 DS american fourteen hundred is a declaring an emergency two thousand five hundred one forty heading rolling the trucks now and a he wants to get back in for thirty right so i'll put him back on you can sequence him in

1816:13 FN okay

1816:15 FN thirty right's okay

1816:17 FN all right that's fine that's fine

1816:18 DS all right

1816:24 DS american fourteen hundred they're buiding a hole for ya on final right now so maintain two thousand five hundred and a one forty heading contact approach on one two four point two five twenty four twenty five they get ya right in

1816:35 AAL1400 twenty four twenty five american uh fourteen hundred

1816:40 LCL hey arrival local

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AAL1400

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1816:42	FN	yeah
1816:43	LCL	that american's got a lot a smoke coming out he might really have a fire
1816:45	FN	say again
1816:47	LCL	that american fourteen hundred you talking to him
1816:49	FN	hang on
1816:50	AAL1400	american fourteen hundred we're with ya
1817 1817:38	FN	american fourteen hundred if you're on turn right heading two five zero
1817:43	AAL1400	two five zero american fourteen hundred
1817:45	FN	american fourteen hundred the airport one o'clock one zero miles when ya get established on the heading just advise when ya have it in sight
1817:50	AAL1400	american fourteen hundred
1818 1818:14	FN	american fourteen hundred i'm sorry you say airport in sight
1818:17	AAL1400	negative i didn't say that
1818:18	FN	all right american fourteen hundred roger fly heading two five zero
1818:21	AAL1400	two five zero fourteen hundred
1819 1819:22	FN	american fourteen hundred da cleared visual approach runway three zero right
1819:27	AAL1400	cleared visual thirty right american a fourteen hundred

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AAL1400

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1819:29 FN american fourteen hundred if ya can gimme fuel and souls

1819:32 AAL1400 ah we got a one thirty seven on board four five crew member
and a twenty one three on the fuel

1819:41 FN i'm sorry missed the fuel say again

1819:44 AAL1400 ah it's about three hours

1819:45 FN thanks

1820
1820:10 FN american fourteen hundred contact tower one two zero point
zero five

1820:12 AAL1400 one two zero zero five
1821
(1822-1825)
1826

End of Transcript



Federal Aviation Administration

Memorandum

Date: November 13, 2007

To: Aircraft Accident File STL-ATCT-0008

From: St. Louis Airport Traffic Control Tower

Subject: INFORMATION: Partial Transcript
Aircraft Accident, AAL1400
Bridgeton, MO, September 28, 2007

This transcription covers the St. Louis Airport Traffic Control Tower (ATCT) CE CC position for the time period from September 28, 2007, 1810 UTC, to September 28, 2007, 1840 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
T75 TRACON, Traffic Management Coordinator	TMC
St. Louis ATCT, Cab Coordinator	CC
Unknown	UNK
T75 TRACON, Departure North	DN

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL1400.

Patti L. Brown

Patti L. Brown
Staff Support Specialist
St. Louis Airport Traffic Control Tower

1810
(1811-1814)

1815
1815:51 TMC c c

1815:55 CC c c

1815:56 TMC we have american fourteen hundred m d eighty comin back left engine fire light we're goin to be puttin him on the right runway that's all we know we don't know fuel or souls right now cause it's a pretty close in and we want the trucks goin and we'll get other information to you when we can

1816

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AAL1400

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1816:11 CC c c
1817
1818
1818:15 TMC c c

1818:17 CC c c

1818:19 TMC can you provide visual with all these guys coming down
the left we are just going to turn american in there

1818:22 CC affirmative

1818:23 TMC alright you got it thanks d m

1818:24 CC and as soon as you get the information on the souls on
board we could

1818:26 TMC we just finally got him on frequency we lost him for a
minute thanks d m

1818:28 CC alright
1819

1819:52 TMC c c

1819:54 CC c c

1819:55 TMC one four two on the souls on board for american fourteen
hundred three hours of fuel

1819:59 CC thank you

1820:00 TMC v g

1820:01 CC h t
1821

1821:03 CC t m c c c

1821:09 TMC go ahead

1821:10 CC he's going to stop on the runway so thirty right will be

uh unusable for awhile

1821:13 TMC wilco

1821:14 CC h t

1821:15 TMC v g

1821:16 UNK he's gonna stop
1822

1822:13 CC t m c c c

1822:16 TMC go ahead

1822:18 CC hey uh he's gonna go missed he's got gear issues now on
top of all this

1822:23 TMC okay

1822:23 CC uh currently uh runway heading and three thousand

1822:26 TMC does he want to stay in your pattern

1822:28 CC i'm gonna i'll get with the local guy here in just a
second

1822:30 TMC okay

1822:31 CC i'll get it passed as soon as i get it i'll get right
back with you

1822:32 TMC alright v g he went missed approach
1823

1823:54 CC departure north c c

1823:56 DN departure north

1823:57 CC uh he's currently going to be on a sixty heading at
three thousand we're going to keep him for a minute

1824

1824:02 DN that's fine

1824:02 CC alright

1824:03 DN whatever you need to do i'll go wide

1824:03 CC alright i'll get back with you if i need more

1824:04 DN alright alright thank you n o

1824:09 UNK two four open

1824:11 UNK we're not it is open

1824:57 CC t m c c c

1824:58 TMC go ahead

1824:59 CC we're apparently he's not taking that turn too well and
uh i can see why just if you guys can give us a wide
berth out there on that north quadrant up there with
arrivals and departures i guess whatever is going to get
in his way

1825:11 TMC yeah so you gonna keep him

1825:13 CC for for the time being yes

1825:15 TMC okay

1825:16 CC i'll call you if that's gonna change okay

1825:18 TMC what's his altitude cause we're lost radar

1825:20 CC he's supposed to be going to three thousand

1825:21 TMC okay

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AAL1400

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1825:22 CC alright

1825:23 TMC alright then v g

1825:26 CC he's not gonna be hey you still there

1825:28 TMC yes i am

1825:29 CC he needs to uh he needs to block altitudes be uh four
and below

1825:36 TMC okay three block four is approved i'll point him out to
everybody you need to

1825:40 CC actually he needs he need to be like twenty two hundred
to four

1825:42 TMC that's approved

1825:43 CC alright h t

1825:44 TMC v g

1825:46 CC and then uh well well they're going to need thirty left
on the return trip here

1825:49 TMC thirty left on the return trip so you want us to start
using the right

1825:52 CC send em all over to send em all to two nine

1825:56 TMC okay we'll start going two nine then

1825:58 CC thank you sir

1825:59 TMC v g

1826:00 CC go ahead

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AAL1400

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1826:17 CC tower

1826:18 UNK hey uh fourteen thirty two is his call sign

1826:20 CC fourteen uh hundred

1826:23 UNK fourteen hundred even

1826:24 CC yeah

1826:25 UNK okay thanks

1827

1828

1828:06 TMC c c

1828:10 CC c c

1828:11 TMC do you think he'll turn a five mile final and come back
in this time do you want us to take frontier out to
about fifteen miles

1828:17 CC i would take the i would take the frontier out

1828:20 TMC okay

1828:21 CC and we're gonna go ahead and he's gonna turn whenever
back in on this next trip so

1828:25 TMC okay we'll take him out to at least fifteen

1828:27 CC yeah

1828:28 TMC alright thanks

1828:28 CC thanks man

1828:41 TMC t m c c c

1828:45 CC hey uh on that frontier you can yeah you're settin him
up for two nine right

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AAL1400

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1828:48 TMC ^ yes i am

1828:49 CC alright man thanks

1828:49 TMC v g
1829

1829:22 UNK c c

1829:27 TMC c c
1830
(1831-1832)
1833

1833:15 CC t m c c c

1833:17 TMC go ahead

1833:18 CC he is uh he is on the runway with no incident and the
runway three zero left will be unusable for uh a little
while we'll give you a call back on that

1833:26 TMC okay we're gonna go start coming to the right with them
then

1833:29 CC yeah that will be fine we'll taxi them for departure to
two nine

1833:34 TMC okay we'll uh we'll take some of the airliners to two
nine

1833:36 CC and then uh we won't be using two four either

1833:38 TMC okay um we'll take some of the airliners to two nine and
then we got a king air that we'll start on the right and
then after him we'll have everybody on the right

1833:47 CC okay

1833:48 TMC will that work

1833:49 CC yeah that'll work then we'll start sending our
departures to two nine

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AAL1400

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...

1833:52 TMC any idea on how long he'll be on the runway is the runway usable

1833:55 CC no the runway is absolutely shot i mean the engine is shot and they are probably going to hose that thing down he still has a fire indication i wouldn't expect anything less than thirty minutes if it is we get bonus

1834:08 TMC uh okay i'm gonna tell them an hour then

1834:11 CC okay

1834:11 TMC alright

1834:12 CC alright bye
1835
(1836-1839)
1840

End of Transcript



Federal Aviation Administration

Memorandum

Date: November 19, 2007

To: Aircraft Accident File STL-ATCT-0008

From: St. Louis Airport Traffic Control Tower

Subject: INFORMATION: Partial Transcript
Aircraft Accident, AAL1400
Bridgeton, MO, September 28, 2007

This transcription covers the St. Louis Airport Traffic Control Tower (ATCT) GI GC position for the time period from September 28, 2007, 1815 UTC, to September 28, 2007, 1843 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
STL Airport ARFF Unit, Truck 50	TR50
STL Airport ARFF Unit, Truck 53	TR53
STL Airport ARFF Unit, Truck 42	TR42
St. Louis ATCT, Ground In	GI
Boeing Company, Truck 7980	BOE7980
STL Airport Authority, Car 19	CAR19
AMERICAN AIRLINES INC., AAL1400	AAL1400
Unknown	UNK
STL Airport Authority, Communications Center	COMMCTR

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL1400.

Patti L. Brown

Patti L. Brown
Staff Support Specialist
St. Louis Airport Traffic Control Tower

1815
1816
1817

1817:59 TR50 truck fifty and company holding short of three zero left at november

1818:05 TR53 saint louis ground truck fifty three

1818:08 TR53 truck fifty three and one additional company coming out

of the west like to set up for thirty right

1818:17 TR53 truck fifty three and company setting up for thirty right

1818:25 TR42 saint louis ground truck forty two

1818:30 TR42 truck forty two and company comin out the north firehouse ready for the setup on uh thirty right

1818:38 TR42 truck forty two setting up for three zero right
1819

1819:05 TR50 ground truck fifty

1819:07 GI truck fifty ground

1819:08 TR50 can truck fifty use delta to get to november

1819:11 GI affirmative

1819:13 TR50 truck fifty and company on delta to november hold short of three zero left

1819:18 GI truck fifty three ground

1819:22 GI truck fifty three ground

1819:27 TR53 fifty three

1819:29 GI truck fifty three where do you need to setup at

1819:32 TR53 hold short of tango and two four

1819:36 GI okay so you don't need to uh proceed on any runways correct

1819:39 TR53 that's affirmative ground

1819:40 GI thank you

1819:46 GI truck fifty two at november cross three zero left traffic is on uh about a four mile final traffic's in position set up for thirty right

1819:54 TR50 truck fifty and company crossing three zero left at november set up three zero right

1820

1820:07 GI truck fifty three what i need you to do is turn right on delta right turn on delta cross two four hold short of three zero left at sierra i need to get you in the centerfield

1820:22 TR53 three could you repeat that ground

1820:24 GI yeah truck fifty three uh turn right there at charlie turn right there at charlie cross three zero uh correction cross two four hold short of thirty left at sierra

1820:31 TR53 crossing two four holding thirty left at sierra truck fifty three

1820:42 GI truck forty two ground

1820:46 TR42 truck forty two

1820:48 GI truck forty two the aircraft is uh on a four mile final there is a hundred forty two souls on board and three hours of fuel

1820:55 TR42 roger that forty two

1821

1821:08 GI truck fifty three traffic is two out cross three zero left i'll need you to setup on echo taxiway for thirty right

1821:13 TR53 truck fifty three crossing three zero left settin up for three zero right

1822

1822:09 TR42 ground forty two

1822:10 GI and truck forty two go ahead

1822:13 TR42 i can't hear him okay is this the plane

1822:16 GI yeah it was the plane i believe his nose gear is not down is what the problem is now

1822:33 GI truck forty two as soon as i find out what they are plannin on doing with him i'll let you know stand by just a minute

1822:40 TR42 forty two roger
1823

1823:35 GI truck forty two i guess they are going to take the aircraft out and try to recycle the gears and uh see what they're gonna plan on doing so hold on for a minute i'll find out how long it's gonna be

1823:45 TR42 truck forty two roger
1824
1825

1825:20 GI okay truck forty two hold where you're at now but i'm going to need you to set up for thirty left hold there but now you're gonna hold short of thirty left---or hold short of thirty right sorry about truck forty two hold short of thirty right buy uh we need to get you on this side

1825:34 TR42 forty two copy that we'll hold here

1825:38 GI truck fifty can you regroup again and hold uh i uh need to get your i guess and put you back on the south side of thirty left is that what i need to do

1825:45 TR50 roger that we'll regroup at echo and november

1825:48 GI okay let me know when you're all regrouped

1825:52 GI truck fifty three do you want to just follow truck fifty what do you want to do

1825:56 TR53 affirmative we'll follow fifty

1825:57 GI okay thank you
1826

1826:12 BOE7980 truck fifty this boeing seventy nine eighty we're at uh
fox seven how many personnel are on board

1826:19 GI a hundred forty two

1826:22 BOE7980 a hundred and forty two thank you

1826:28 GI who's the uh trucks holding there at thirty right at
kilo
1827

1827:22 TR50 ground truck fifty

1827:26 GI truck forty two and company cross three zero right set
up for three zero left traffic's on a downwind right now

1827:32 TR42 truck forty two and company crossin three zero right set
up for three zero left

1827:36 GI truck fifty are you you're all there at november correct
uh hold short of thirty left

1827:42 TR50 fifty holding short of thirty left at november
1828

1828:02 GI truck fifty that traffic is holding in position cross
thirty left set up for thirty left from the south side

1828:11 GI truck fifty and company cross thirty left traffic is
holding in position cross thirty left set up for thirty
left from the south side please

1828:18 TR50 truck fifty and company crossin thirty left settin up
for thirty left
1829

1829:12 GI truck fifty or truck forty two and company that traffic
is turning uh base now he's gonna be turning about a
four and a half mile final

1829:24 TR50 fifty roger

1829:26 TR42 forty two roger

1829:39 CAR19 ground car nineteen

1829:41 GI car nineteen ground

1829:42 CAR19 nineteen is entering the movement area at the ramp and
uh november i'll stay clear of the active runways

1829:47 GI thank you
1830

1830:26 TR42 forty two roger that

1830:30 GI truck forty two uh say again i wasn't talkin to you

1830:33 TR42 disregard ground

1830:35 GI thank you
1831

1831:10 GI truck forty two and company that traffic is now on a
three mile final he does he does want to be
followed---down the runway

1831:17 TR42 roger that three mile final does want to be followed
1832
1833

1833:04 GI truck forty two and company he needs you to check the
left engine it appears he still has a fire in that
engine

1833:10 TR42 roger that we'll check the left engine forty two

1833:33 AAL1400 hey ground american fourteen hundred we're up on uh
twenty one nine

1833:35 GI thank you and i got the fire trucks if you need to talk
to them also on this frequency

1833:39 AAL1400 thank you

1833:49 AAL1400 american fourteen hundred uh to rescue crew

1833:53 AAL1400 yeah go ahead

1834

1834:05 UNK one two ground left engine still a little bit of fire in there

1834:10 AAL1400 roger copy that uh

1834:29 AAL1400 okay uh rescue this is uh american fourteen hundred you say you got you still got some fire in the left engine

1834:40 AAL1400 ground american fourteen hundred

1834:42 GI truck forty two the aircraft is asking is there still fire in that engine

1834:46 TR42 roger that

1834:48 GI truck fourteen hundred yeah they say there is

1834:50 AAL1400 alright are they gonna uh spray it

1834:53 GI they are working on it now i believe

1834:55 AAL1400 okay

1834:58 TR53 truck fifty three puttin a line on it right now

1835:01 GI thank you

1835:11 AAL1400 hey ground we're uh american fourteen hundred when they get this thing all uh secured here we're gonna have to be towed back uh we don't have any nose wheel steering or anything

1835:20 GI okay thank you

1835:23 GI and american fourteen hundred are you going to be evacuating that aircraft

1835:26 AAL1400 uh no there is nowhere for anybody to go we these guys got a handle on it right now they're gonna shoot it for

us

1835:31 GI okay

1835:32 COMMCTR ground this is comm center we copy the uh tow request

1835:35 GI thank you
1836
1837

1837:11 AAL1400 hey ground american fourteen hundred

1837:17 GI american fourteen hundred go ahead

1837:18 AAL1400 yes sir uh i was just wondering does anybody on the
rescue crew are they monitoring this frequency cause
they're not talking to me

1837:25 GI they should be

1837:27 TR53 go ahead fourteen hundred this is fifty three

1837:32 TR53 go ahead fourteen hundred this is fifty three

1837:34 AAL1400 say again

1837:36 TR53 truck fifty three

1837:37 AAL1400 yeah go ahead

1837:39 TR53 what you want

1837:40 AAL1400 are you uh did you guys spray that left engine already
for us

1837:44 TR53 yes we are

1837:46 AAL1400 super
1838
(1839-1842)
1843

STL-ATCT-0008
AAL1400

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End of Transcript



Federal Aviation Administration

Memorandum

Date: November 13, 2007

To: Aircraft Accident File STL-ATCT-0008

From: St. Louis Airport Traffic Control Tower

Subject: INFORMATION: Partial Transcript
Aircraft Accident, AAL1400
Bridgeton, MO, September 28, 2007

This transcription covers the St. Louis Airport Traffic Control Tower (ATCT) NL LC position for the time period from September 28, 2007, 1823 UTC, to September 28, 2007, 1839 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
St. Louis ATCT, South Local	SL
AMERICAN AIRLINES INC., AAL1400	AAL1400
St. Louis ATCT, North Local	NL

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL1400.

Patti L. Brown

Patti L. Brown
Staff Support Specialist
St. Louis Airport Traffic Control Tower

1823

1824

1824:46 SL american fourteen hundred i see you're not making that right turn is there anything else you need

1825

1825:01 AAL1400 hey uh saint louis american fourteen hundred we're gonna have to give you a block between two and four here

1825:06 NL block between two and four right to sixty for american fourteen hundred please

1825:09 AAL1400 okay and we're gonna have to have thirty left

1825:12 NL american fourteen hundred plan runway three zero left

1825:14 AAL1400 okay

1825:17 AAL1400 and the wind's still calm

1825:19 NL winds are well actually the winds are three three zero at one three

1825:23 AAL1400 okay and uh you can keep us coming around for thirty left

1825:29 NL american fourteen hundred turn right heading zero niner zero

1825:32 AAL1400 right zero nine zero fourteen hundred
1826

1826:14 NL american fourteen hundred fly heading one one zero vector downwind runway three zero left

1826:19 AAL1400 i'm sorry one one zero fourteen hundred

1826:25 NL american fourteen hundred what's your heading now sir

1826:27 AAL1400 we're turning to a heading of one one zero right now

1826:30 NL alright thank you

1826:42 AAL1400 you got a main uh nose gear down for american fourteen hundred now

1826:47 NL we're lookin

1826:57 AAL1400 and uh just in case we haven't said these words yet american fourteen hundred we are declaring an emergency

1827:02 NL american fourteen hundred understand that and from where we are right now it looks like the nose gear might be down as you get uh abeam the tower we'll take another look at it

1827:10 AAL1400 okay yeah it's indicating that we don't have any indications but the noise appears that it's down

1827:41 NL american fourteen hundred uh it looks like all three gear are down there's a possibility that the gear doors on the mains are still hangin we can't tell from here

1827:49 AAL1400 yeah they probably are uh due to electronic sequencing it's an overdrag and uh it uh isn't gonna really matter but a just make sure we uh got all the wheels down

1827:57 NL yes sir we see three uh three appear to be down and in place

1828:00 AAL1400 super thanks

1828:12 NL american fourteen hundred traffic two o'clock four miles northwest bound twenty four hundred descending is a company m d eighty we've moved him over to two nine you can start your base leg at your discretion and uh let me know when you start that base leg for thirty left

1828:24 AAL1400 okay we'll let you know and uh traffic there about uh what three o'clock

1828:28 NL yeah traffic is at two thirty now just over the outer marker just inside the outer marker he's lined up for two nine so it won't be a problem for you

1828:35 AAL1400 okay
1829

1829:06 AAL1400 and american fourteen hundred we are starting a base leg at this time for thirty left

1829:11 NL american fourteen hundred you're cleared to land runway three zero left there's an r j on the runway he's rolling now wind zero correction three zero zero at niner gusting one six

1829:20 AAL1400 okay thanks cleared to land thirty left american fourteen hundred
1830

1830:07 NL american fourteen hundred still cleared to land three zero left you'll see a southwest jet crossing the approach end he's headed for the parallel runway the trucks are set up for thirty left wind three one zero at niner gusting one five

1830:18 AAL1400 cleared to land thirty left american fourteen hundred

1830:51 NL american fourteen hundred did you wanna be followed down
the runway

1830:54 AAL1400⁻⁻⁻ yeah affirmative

1830:57 NL understand
1831
1832

1832:46 NL american fourteen hundred did you want to stop on the
runway

1832:49 AAL1400 yeah we're gonna stop here

1832:51 NL alright let me know uh we've got the trucks coming up
from behind you let me know if you need anything

1832:54 AAL1400 alright

1832:55 AAL1400 yeah they're gonna have to take check out that left
engine for us make sure there's not any uh we're still
showing a fire indication up here

1833:01 NL understand

1833:19 NL american fourteen hundred when you get just a moment uh
change to ground twenty one nine and uh he'll talk to
you

1833:24 AAL1400 thanks
1834
(1835-1838)
1839

End of Transcript

STL-ATCT-0008
AAL1400

SECTION 12.
FAA Form 8020-3, Facility Accident/Incident Notification Record



FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD

Aircraft Identification

AAL 1400

Date

9-28-07

Airport STL

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

	Phone No.	Time	Initials	
			Caller	Recipient
Airport Emergency Equipment	Auto Ring	1816	JM	
Additional Emergency Equipment	(314) 426-8133			
Search and Rescue	(913) 254-8500			
*Washington Operations Center (WOC)	(202) 267-3333	,		
Region Operations Center (ROC)	(816) 329-3000	.1832	LD	
Air Traffic Manager	[REDACTED]	1817	HT	
Flight Standards District Office (FSDO)	(314) 890-4800			
System Safety Investigations	Via ROC or WOC	2115	CP/FX	
National Transportation Safety Board (NTSB)	Via ROC or WOC	2115	CP/FX	
System Maintenance Organization Manager	(816) 329-3671			
Law Enforcement	(314) 426-8100			
National Weather Service (NWS)	(636) 447-1888			
Military Authority	(314) 527-6310			
Airport Authority	(314) 426-8040	1816	JM	
Aircraft Operator				
Other Police Numbers:	St. Louis County Police	(314) 889-2345		
	St. Charles County Sheriff	(636) 949-0809		
	MO State Highway Patrol	(800) 525-5555		
	IL State Highway Patrol	(618) 346 3990		
	FBI	(314) 231-4324		
	FAA Security/TSA (via ROC)	(816) 329-3000		
Facility Asst. Manager				
Quality Assurance Specialist	CP Home [REDACTED]	1817	HT	
	PS Home [REDACTED]			
Operations Manager	KS Home [REDACTED]			
T75 Hub Manager	Tim's Pager: [REDACTED]	1945	775	
NATCA	FAC Rep. Brad Rosenthal	1817	HT	


Form Updated by (Name, Title, Facility): Charles Peacock, PPS, STL ATCT



Date: 03/05/07


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

STL-ATCT-0008
AAL1400

SECTION 13.
FAA Form 8020-26, Personnel Statements

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: St. Louis ATCT	2. REPORT NUMBER: STL-ATCT-0008
		3. AIRCRAFT IDENTIFICATION AND TYPE: AA1400 MD82	
4. LOCATION OF ACCIDENT/INCIDENT: St. Louis Airport, Bridgeton, mo	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): September 28, 2007 1832 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Philip R Hodges (PR)	8. TITLE: ATIS	9. POSITION AND TIME (UTC): ME 1716-1811 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-XX, 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 EXTRANEIOUS 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.			
11. TEXT OF STATEMENT: <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL			
<p>American 1400 called for pushback which I approved. I told the crew to advised ready to taxi. The aircraft pushed back from the gate and the crew called ready to taxi. I told the crew to moniter ground point niner.</p> <p>I do not recall the equipment settings.</p>			
12. SIGNATURE OF WITNESS: <i>Philip Hodges</i>		13. DATE OF SIGNATURE: 10/3/07	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: St. Louis ATCT	2. REPORT NUMBER: STL-ATCT-0008
		3. AIRCRAFT IDENTIFICATION AND TYPE: AAL1400 MD82	
4. LOCATION OF ACCIDENT/INCIDENT: St. Louis Airport, Bridgeton, MD	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): September 28, 2007 1832UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): William A Kieffer (KJ) Jr.	8. TITLE: FLM	9. POSITION AND TIME (UTC): GO 1757-1859 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-XX, 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 EXTRANEIOUS 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.			
11. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>I was working GROUND CONTROL ON 9/28/07 when AAL1400 had the accident. I taxied AAL1400 to RWY30L. AAL1400 departed then declared an emergency on departure control. I observed AAL1400 on radar then looked out the window and saw him trailing smoke. I told GROUND METER TO PULL the crash phone. I told the CIC to page all hands to the tower. The Fire trucks called me as the position was being split. Eventually AAL 1400 landed rwy 30L and rolled to a stop on the RWY.</p> <p>I do not recall the equipment settings.</p>			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: 10/3/07	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT	1. NAME OF REPORTING FACILITY St Louis ATCT	2. REPORT NUMBER STL-ATCT-0008
	3. AIRCRAFT IDENTIFICATION AND TYPE: AAL1400 MD82	

4. LOCATION OF ACCIDENT/INCIDENT: St. Louis Airport, Bridgeton, MO	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): September 28, 2007 1832 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
7. NAME (OPERATING INITIALS): Mark G Irvin (MG)	8. TITLE: MI SPE ATCS	9. POSITION AND TIME (UTC): SL 1759-1905 UTC

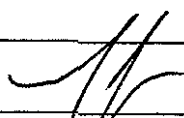
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-XX, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL 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.

11. TEXT OF STATEMENT: ORIGINAL SUPPLEMENTAL

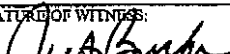
I CLEARED AAL1400 FOR TAKEOFF AND SWITCHED HIM TO DEPARTURE. I WAS TOLD AAL1400 WAS RETURNING WITH A FIRE INDICATION LIGHT. I OBSERVED BLACK SMOKE TRAILING AAL1400. ~~FEAR~~^{MI}

I CALLED ARRIVAL AND DEPARTURE LOOKING FOR AAL1400 AND ADVISED THE CONTROLLER ABOUT THE SMOKE. AAL1400 CALLED ME "AS THE EMERGENCY" AND I CLEARED HIM TO LAND ON INITIAL CONTACT. AAL1400 ASKED ME IF HE HAD ANY GEAR AND I ADVISED HIM HE HAD NO NOSE GEAR. AAL1400 ADVISED ME HE WAS GOING AROUND. I ASKED AAL1400 TO SAY REQUEST AND HE ADVISED HE WANTED TO MAKE RIGHT HAND PATTERN TO WORK ON THE NOSE GEAR PROBLEM. I ADVISED AAL1400 I SAW SOMETHING BLACK ON THE ENGINE SO THE FIRE WAS REAL. I GAVE AAL1400 A RIGHT TURN TO 060° AND CLIMB TO 3000'. AAL1400 ADVISED HE WAS GOING TO CLIMB REALLY SLOW.

I DO NOT REMEMBER ANY EQUIPMENT SETTINGS.

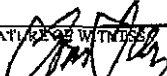
12. SIGNATURE OF WITNESS: 	13. DATE OF SIGNATURE: 10/3/07
--	--

STL-ATCT-0008
AAL1400



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: Gateway TRACON	2. REPORT NUMBER: STL-ATCT-0008
		3. AIRCRAFT IDENTIFICATION AND TYPE: AAL1400 MD82/L	
4. LOCATION OF ACCIDENT/INCIDENT: St. Louis, MO BRIDGEPORT, MO (JB)		5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 09/28/2007 1832Z SEPTEMBER 28, 2007 1832 UTC (JB)	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
7. NAME (OPERATING INITIALS): Joseph Burke (UK)	8. TITLE: CPE ATCS (JB)		9. POSITION AND TIME (UTC): Departure South 1741-1841Z
10. 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.			
11. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>I WAS WORKING DEPARTURE COMBINED. AAL1400 CALLED AND DECLARED AN EMERGENCY. I TURNED AAL1400 BACK TO THE AIRPORT FOR RUNWAY 30R. I TRANSFERRED CONTROL OF AAL1400 TO ARRIVAL FOR SEQUENCING. I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE ACCIDENT. (JB)</p>			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: 10-3-07	

STL-ATCT-0008

AAL1400

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		1. NAME OF REPORTING FACILITY: Gateway TRACON	2. REPORT NUMBER: STL-ATCT-0008
PERSONNEL STATEMENT		3. AIRCRAFT IDENTIFICATION AND TYPE: AAL1400 MD82/L	
4. LOCATION OF ACCIDENT/INCIDENT: St. Louis, MO MO Bridgeton, MD (TT)	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): 09/28/2007-1832Z September 28, 2007 1832 UTC (TT)	6. EQUIPMENT ATTACHMENT: (TT) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Thomas P. Tierney (PT)	8. TITLE: CPC ATCS (TT)	9. POSITION AND TIME (UTC): Feeder North 1714-1811Z	
10. 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 EXTRANEIOUS 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.			
11. TEXT OF STATEMENT: <input type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL			
<p>I received AAL1400 from departure. I turned AAL1400 toward the airport and cleared him for a visual approach to runway 30R. I had AAL1400 contact tower.</p> <p>I do not remember what the various settings of the operational equipment were at the time of the accident. (TT)</p>			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: 10/2/07	

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: St. Louis ATCT	2. REPORT NUMBER: STL-ATCT-0008
		3. AIRCRAFT IDENTIFICATION AND TYPE: AAL1400 MD82	
4. LOCATION OF ACCIDENT/INCIDENT: St. Louis Airport, Bridgeton, MO	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): September 28, 2007 1822UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Robert G Reese (HT)	8. TITLE: ^{non} EPC ATCS	9. POSITION AND TIME (UTC): SC 1757-1822 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-XX, 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.			
11. TEXT OF STATEMENT: <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL <p>ON 9/28/07 I WAS WORKING THE SC POSITION. AT ABOUT 18:15Z I WAS INFORMED BY TTS-TMC OF AAL 1400 INBOUND WITH AN EMERGENCY OF LEFT ENGINE ON FIRE TO LAND ON RWY 30R. IMMEDIATELY ANOTHER CONTROLLER PASSSETZ THIS INFORMATION WE WENT TO CFR VIA THE CRASH PHONE. AT 18:19Z I WAS INFORMED BY THE TTS-TMC THAT AAL 1400 HAD 142 S.O.B'S AND 3 HRS FUEL ON BOARD. AT 18:21^{REG}Z I INFORMED TTS THAT THE PILOT WANTED TO STOP ON RWY 30R. AT 18:22 AAL 1400 EXECUTED A MISSED APPROACH DUE TO POOR VISIONS. I COORDINATED RUNWAY HDG AND 3000 TO TTS-TMC. AT 18:23 I COORDINATED A CHANGE TO THE MISSED APPROACH TO DEPARTURE NORTH AT TTS OF A 060 HDG AND 3000 FT. AT 18:24 I COORDINATED WITH TMC TO ENSURE THAT ANY AIRCRAFT NORTH OF STL BE PROTECTED FROM AAL 1400, AND ALL APPROVALS SHOULD GO TO RWY 29, ALL DEPTS WILL DEPART 30R. AT APPROX 18:32, AAL 1400 LANDED. AT 18:33 TTS TOLD RUNWAY 30L AND 24 WERE UNUSABLE.</p> <p><i>[Signature]</i></p> <p>I DO NOT RECALL ANY EQUIPMENT SETTINGS.</p> <p><i>[Signature]</i> 10/2/07</p>			
12. SIGNATURE OF WITNESS: PBC <i>[Signature]</i>		13. DATE OF SIGNATURE: October 1, 2007	

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: St. Louis ATCT	2. REPORT NUMBER: SL-ATCT-0008
		3. AIRCRAFT IDENTIFICATION AND TYPE: AAL1400 MD82	
4. LOCATION OF ACCIDENT/INCIDENT: St. Louis Airport, Bridgeton, MO	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): September 28, 2007, 1832 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): James M McGhee (JM)	8. TITLE: ATCS	9. POSITION AND TIME (UTC): ME 1812-1951 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-XX, 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 EXTRANEIOUS 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.			
11. TEXT OF STATEMENT:		<input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p>I was instructed to pull the crash phone due to AAL1400 having left engine problems and that there was smoke coming out of the engine and to set-up for RWY 30R. This was the information that I passed to ARFF. I observed AAL1400 go around for RWY 30R and come back around for RWY 30L and land with ARFF vehicles following the a/c down the runway.</p> <p>I do not remember what the various settings of the operational equipment were at the time of the accident.</p>			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: 10/09/07	



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY:

St. Louis ATCT

2. REPORT NUMBER:

STL-ATCT-0008

3. AIRCRAFT IDENTIFICATION AND TYPE:

AA1400 MD82

4. LOCATION OF ACCIDENT/INCIDENT:

St. Louis Airport, Bridgeton, MO

5. DATE/TIME OF ACCIDENT/INCIDENT (UTC):

September 28, 2007 1832 UTC

6. EQUIPMENT ATTACHMENT:

YES NO

7. NAME (OPERATING INITIALS):

Kirk A Arnold (KA)

8. TITLE:

ATIS (KA)

9. POSITION AND TIME (UTC):

GI 1815-1951 UTC

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-XX, 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 EXTRANEIOUS 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.

11. TEXT OF STATEMENT:

ORIGINAL SUPPLEMENTAL

WHILE WORKING GI I SAW AA1400 ON APPROACH TO Rwy 30R AND WAS TOLD BY SL THAT A/C WAS NOT GETTING A GOOD INDICATION ON HIS GEAR. A/C WENT AROUND AND WE OBSERVED HIS NOSE GEAR WAS NOT DOWN. A/C CIRCLED AROUND TO Rwy 30L. THE FIRE TRUCKS WERE THEN SENT TO Rwy 30L AWAITING AA1400 TO LAND. A/C LANDED Rwy 30L AND THE FIRE EQUIPMENT FOLLOWED HIM DOWN THE Rwy. TRUCK 53 STATED ENGINE WAS STILL ON FIRE AND HOSED IT DOWN.

I DO NOT RECALL ANY EQUIPMENT SETTINGS

12. SIGNATURE OF WITNESS:

Kirk A Arnold

13. DATE OF SIGNATURE:

10/2/07



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PERSONNEL STATEMENT

1. NAME OF REPORTING FACILITY: **St. Louis ATCT**
2. REPORT NUMBER: **STL-ATCT-0008**
3. AIRCRAFT IDENTIFICATION AND TYPE: **AAL 1400 MD82**

4. LOCATION OF ACCIDENT/INCIDENT: **St. Louis Airport, Bridgeton, MO**
5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): **September 28, 2007 1832 UTC**
6. EQUIPMENT ATTACHMENT: YES NO

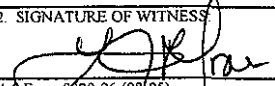
7. NAME (OPERATING INITIALS): **Leta J Moore (LD)**
8. TITLE: **FLM**
9. POSITION AND TIME (UTC): **SC 1823-2004 UTC**

10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-XX, 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 EXTRANEIOUS 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.

11. TEXT OF STATEMENT: ORIGINAL SUPPLEMENTAL

On 9/28/07 at about 1818z, I observed AAL1400 on downwind for runway 30L with smoke trailing behind the aircraft. When AAL1400 was on short final for Runway 30L, I saw that the aircraft had no nose gear and the gear doors were hanging down. I heard the south local controller issue missed approach instructions. I observed ^{from} the aircraft as it remained in the traffic pattern with the tower controller and then returned to land on runway 30L. I saw AAL1400 ^{stop} on runway 30L west of runway 24 and saw the fire equipment responding.

I do not recall the operational equipment settings.

12. SIGNATURE OF WITNESS: 
13. DATE OF SIGNATURE: **10-11-07**

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: St. Louis ATCT	2. REPORT NUMBER: STL-ATCT-0008
		3. AIRCRAFT IDENTIFICATION AND TYPE: AA1400 MD82	
4. LOCATION OF ACCIDENT/INCIDENT: St. Louis Airport, Bridgeton, MO	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): September 28, 2007 1822 UTC	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): Charles L. Peacock (CP)	8. TITLE: SSP	9. POSITION AND TIME (UTC): NL 1823-1905 UTC	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-XX, 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.			
11. TEXT OF STATEMENT: <input checked="" type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL <p> I was in my office AT Appox. 1817Z when I heard a building-page for all available personnel to come to the tower immediately. I arrived in the tower at approx. 1821Z. FLML Moore told me AA1400 was returning with an engine fire, and asked me to split-out Local Control North. While plugging in, I observed AA1400 on final approach to Rwy 30R execute a missed approach, due to no nose-gear extension. I observed the wheel-doors for the main gear were not retracted. I heard Local Control South issue missed approach, runway heading and 3,000 Ft. I heard Local Control south issue a 060° heading. AS I took control of Local Control North on 120.05, Local Control South warned me that AA1400 did not appear to be turning northeast. AA1400 told me he needed a block altitude from 2,000 Ft. to 4,000 Ft. I approved this, and reminded him to turn right to 060°. AA1400 advised me that he needed Rwy 30L for landing, and inquired about the surface wind. He asked me to keep him turning around for 30L. I instructed AA1400 to fly heading 110°, vector for downwind to Rwy 30L, and issued the wind 330° at 13 kts. AA1400 asked if we could see his nose gear, and reminded us that he was indeed declaring an emergency. I reported that all three gear appeared down and in place. He advised he did not have a down-indication but the "noise" indicated it had come down. I advised AA1400 that the main gear doors appeared to be still extended. He told me that it did not matter, just make sure you see all three gear. I confirmed seeing three gear. I issued AA1400 traffic on an inbound company MD-80, moving over to land on Rwy 29, and told him to report Base Leg. When AA1400 reported Base Leg, I cleared him to land on Rwy 30L, and advised that the emergency equipment was now set up for 30L. I asked AA1400 if he wanted the truck to follow him down the runway, and if he would be stopping on the runway. AA1400 answered yes to both questions. </p>			
12. SIGNATURE OF WITNESS: PA [Signature]		13. DATE OF SIGNATURE: October 1, 2007	

Continued on back page →

Charles L. Peacock

I advised AAL1400 that the vehicles were approaching from the rear, as he rolled to a stop on Rwy 30L. He instructed me to alert the emergency equipment that there was still a fire warning light illuminated for the left engine, and to check the engine for fire. At this point, I asked AAL1400 to change to Ground Control Frequency, 121.9, so that he could communicate with the Fire Chief.

Charles J. Beacock

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

10-3-07 Charles J. Beacock

STL-ATCT-0008
AAL1400

SECTION 14.
Weather Products


STL-ATCT-0008
AAL1400

ST. LOUIS ATCT 09/28/2007

METAR KSTL 281751Z VRB04KT 10SM FEW080 SCT250 28/07 A3020 RMK AO2
—SLP219 —

METAR KSTL 281851Z 31008G21KT 10SM FEW100 29/04 A3018 RMK AO2
SLP212

I certify that this a true copy of the original which was available to the controller.


Jeffrey C. Graves
Air Traffic Manager
St. Louis ATCT