

ZDC-ARTCC-212
AAL77



Memorandum

U.S. Department
of Transportation

Federal Aviation
Administration

ARTCC – Indianapolis, IN

Subject: **INFORMATION:** Partial Transcript; Aircraft Accident;
AAL77; Washington, DC; September 11, 2001

Date: May 7, 2002

From: Indianapolis ARTCC

Reply to
Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Indianapolis ARTCC Batesville Sector Radar Associate position for the time period from September 11, 2001, 1301 UTC to September 11, 2001, 1318 UTC.

Agencies Making Transmissions

- Indianapolis ARTCC Impel Sector
- Indianapolis ARTCC Batesville Sector Radar Associate Position
- Indianapolis ARTCC Batesville Sector Radar Position
- Indianapolis ARTCC Dacos Sector Radar Position
- American Airlines Inc. Flight 683
- Unknown

Abbreviations

- IMP
- BTV RA
- BTV R
- DAC R
- AAL683
- UNKN

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:

Renea P. Adkins

Renea P. Adkins
Quality Assurance Data Specialist
Indianapolis ARTCC

- 1301
- 1302
- 1303
- 1304
- 1305
- 1306
- 1306:31 IMP impel

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1306:32 BTV RA this is um dacos have you heard about american seventy seven yet

1306:35 IMP no not really

1306:36 BTV RA okay he is a guy that they lost transponder on they lost radio on and everything and he is supposed to be headin our way

1306:43 IMP okay

1306:43 BTV RA um headin your way actually he's estimating gbees at ah thirteen after the hour and i'm still trying to figure out when he's supposed to be estimating juddi and we'll

1306:50 IMP okay

1306:51 BTV RA we'll let you know when i find that out

1306:51 IMP all right sounds good

1306:52 BTV RA all right q c
1307

1307:47 BTV R over ride at ah dacos i'm sorry basteville

1307:50 DAC R yeah *(dave) have you been given the information

1307:53 BTV R yes i have joe

1307:54 DAC R about american seventy seven---okay
1308

1308:25 IMP green light ah impel

1308:27 BTV RA this is batesville again american seventy seven is estimating juddi at nineteen past the hour and if you ah actually never mind we're going down with this other guy so he's just estimating juddi at nineteen past the hour

1308:36 IMP all right thank you

1308:37 BTV RA q c

1308:56 BTV R american six eighty three descend and maintain flight level three three zero

1309

1309:01 AAL683 okay american six eighty three descending to three three zero that's for traffic i guess

1309:04 BTV R american six eighty three ah---yes sir i've got uh one of your company aircraft it's a boeing seven fifty seven and he's crossing with you---ah he has apparently lost all power there's no transponder we have no radar on him and there's no communication with the aircraft at all so we're gonna have tah get you out of thirty five here cause we don't really know where he's at right now

1309:22 AAL683 understood we'll expedite to three three oh american six eighty three anything we can do

1309:26 BTV R well i don't really naw you may want to call your company and ah see if they can do something american seventy seven is the call sign and he departed dulles um and i believe it's on it's way to ah los angeles

1309:38 AAL683 all right that's our home base we'll uh we'll send a message right away

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1309:41	BTV R	okay thanks sir
1310		
1311		
1312		
1312:33	UNKN	(unintelligible)
1312:35	IMP	this is ah impel
1312:37	BTV RA	this is dacos ah actually let me p v d the other guy to you american ah
1312:40	IMP	i got the data block pulled up on seventy seven
1312:42	BTV RA	there's american six eighty three that's supposed to estimating juddi at seventeen so we started him down to thirty three and you're gonna to leave him at thirty three if that's okay with actually do you have thirty three traffic coming in
1312:52	IMP	um i'll miss him
1312:52	BTV RA	we were going to leave him at thirty three if it's okay for you ah so we can see if he can see him
1312:55	IMP	yeah
1312:56	BTV RA	okay
1312:56	IMP	that's fine
1312:57	BTV RA	thanks q c
1312:57	IMP	yeah

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1313

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1315

1316

1317

1318

End of Transcript

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