

TRANSCRIPT: SOUTHERN REGION

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BITTMAN: Uh, November three-zero-one-one november roger, cleared direct KAREL, maintain three thousand five hundred until KAREL, cleared ILS/DME approach into Rome Airport.

BITTMAN: Uh, say intentions if you can't make this approach sir.

N3011N: I'm gonna make this approach, one-one november.

BITTMAN: Roger, and then what?

N3011N: Uh, full stop landing.

BITTMAN: If you can't make this approach at Rome do you want to go, try and go somewhere else? Do you have a plan B?

N3011N: This was plan B, one-one november.

BITTMAN: Uh, November one-one november, do you need to declare an emergency at this time for emergency handling?

N3011N: Uh, no sir. I want to try to shoot this approach for one more, one more time for this approach, and then we'll evaluate the situation from there.

BITTMAN: November one-one november, roger, say uh fuel on board please.

N3011N: Time remaining is, uh, forty-five minutes, one-one november.

BITTMAN: November one-one november, roger.

BITTMAN: November one-one november, where would you like to begin, uh, you want to go to Rome then back out to KAREL, do the procedure turn then inbound?

N3011N: No, I just want to intercept the ILS if possible, one-one november.

BITTMAN: Roger, maintain three thousand five hundred until established on the approach, cleared ILS/DME approach into Rome Airport.

BITTMAN: And november one-one november, just for uh clarification, I do not depict the ILS localizer on my video map on the radar scope. Uh, like I said, it appears you're gonna pass through it in about a half mile.

N3011N: Uh, yes sir. I'm still not able to, uh, find this airport and, uh, getting low on fuel, kind of a desperate situation here.

BITTMAN: And november three-zero-one-one november, the only thing I can offer you is another retry, the ILS, uh, into Rome.

N3011N: Uh, let's not do that. How does, uh, McCollum, PDK...?

BITTMAN: Uh, I'm working on, uh, McCollum and Peachtree Dekalb for you. For now let's just go back to KAREL and we'll try Rome one more time. I do have a Calhoun, uh, Airport that's at the Rome Airport's two o'clock and fifteen miles. I'm not, I don't have a weather report over there but that is the closest airport I would suggest maybe for a higher ceiling.

BITTMAN: November one-one november, I hate to take up your time sir, uh, but do you need to declare an emergency at this time? Are you having equipm...equipment failure, uh, for the ILS approach?

N3011N: You know I'm not getting any lights up on the VOR, and I don't think my, uh, lateral CDI is, uh, accurate.

BITTMAN: November three-zero-one-one november, I'm gonna declare an emergency on your behalf sir. Uh, let me know what you need and we'll make it happen right now.

N3011N: Gonna need a vector back to the Rome VOR. I'm kind of shaken up right now, one-one november.

BITTMAN: November three-zero-one-one november roger, fly heading, uh, one-seven-five vectors the Rome VOR.

BITTMAN: And november three-zero-one-one november, maintain three thousand five hundred until the Rome VOR, cleared VOR/DME approach, Runway One into Rome Airport.

BITTMAN: November three-zero-one-one november sir, just for planning purposes if you, when you make your way back around to the Rome Airport, about half way between the Rome Vortac and the Rome Airport is, uh, the uh, the town of Rome, and I believe they have a fair amount of wide highways and stuff so if you see something that you like and you don't think you can make the airport please let me know what you're planning.

N3011N: Okay thank you, one-one november.

N3011N: Is there a way that you could possibly turn on the approach lights for Rome, one-one november?

BITTMAN: Um, I don't have the, uh, controls for that, but we're gonna get a hold of the airport FBO right now and see if they can turn them on.

BITTMAN: November one-one november sir, I know you're busy, uh, flying the airplane but what problem are you having? Are you having a problem keeping the airport on the localizer?

N3011N: Uh roger, I think my VOR, uh, that I'm using to actually find the airport is, uh, malfunctioning.

BITTMAN: Okay roger. Um, I'm gonna help you find the airport this time. I'm gonna try to keep you, uh, as centered as possible towards the airport, as much as I can if practical.

BITTMAN: November one-one november, do you have a VOR two in the cockpit?

N3011N: [blocked]...turn for us that I have right now will intercept the ILS for Runway One at Rome.

BITTMAN: Roger, I show you about a mile east of the KAREL intersection. Do you want to shoot the ILS again?

N3011N: Yes please, one-one november.

BITTMAN: November one-one november, cleared ILS/DME approach into Rome Airport. Maintain three thousand five hundred until established.

BITTMAN: November three-zero-one-one november, appears you're going, uh, left of course, suggest a right turn about five degrees.

BITTMAN: November one-one november, uh, make sure you understand sir, the calls that I'm giving you are, uh, suggestive in nature sir. I do not have a glide slope or a localizer depicted on the scope.

N3011N: That's fine, one-one november. I appreciate your help.

BITTMAN: November one-one november, do you anticipate being able to start the descent?

N3011N: Uh, roger, one-one november is going down.

BITTMAN: November one-one november, I have a report the lights are on at Rome Airport.

N3011N: Okay. Thank you very much, one-one november.

BITTMAN: November one-one november, turn additional five degrees right, now well left of course and holding. Appears correcting at this time, however, uh, radar scope has you going back and forth a little bit.

BITTMAN: November one-one november, Rome Airport, twelve o'clock, four miles.

BITTMAN: November one-one november, say rate of descent.

N3011N: Uh, five hundred feet per minute.

BITTMAN: November one-one november, increase the rate of descent, appears you're, uh, left of course and going farther left. Turn five degrees right.

BITTMAN: Alright, november one-one november, radar contact lost, two and a half miles south of the Rome Airport. Last track I had on you had you on course into Rome Airport.

N3011N: Roger one-one november.

BITTMAN: November one-one november, say altitude.

N3011N: Altitude is two thousand six hundred feet.

N3011N: Airport in sight! Atlanta, thank you sir!

BITTMAN: November one-one november, roger. Report your cancellation or down time this frequency. See you later.

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