

ERA24FA176

AIR TRAFFIC CONTROL

ATC Services Review - Attachment 5

ATC Audio Partial Transcription

March 17, 2026

Type Transcript: Partial Transcript
Transcribed: March 17, 2026
NTSB Number: ERA24FA176
NTSB Staff: Brian Soper

The following is a true transcription of the recorded communications pertaining to the subject aircraft accident involving N9236J. The facility involved was Knoxville Airport Traffic Control Tower and Terminal Radar Approach Control (TYS ATCT). The following is a list of facilities, positions, and/or aircraft making transmissions.

Accident Aircraft / Accident Flight Crew	N9236J
TYS ATCT Clearance Delivery	TYS CD
TYS ATCT Ground Control	TYS GC
TYS ATCT Local Control	TYS LC
TYS ATCT Radar West	TYS RW

The following communications were transcribed from certified audio recordings provided by the FAA. Each transmission is organized by time, ident, and transmission. All times are eastern daylight time (EDT) unless otherwise noted, ident is the *Abbreviated Title* of the person making the transmission from the list above, and the transmission is transcribed verbatim from the source audio recording. Transmissions not germane to this accident have been omitted from this partial transcript. At the end of the ATC audio transcript is also a transcription of the Automatic Terminal Information Service (ATIS) that was current at the time of departure.

----- **CLEARANCE DELIVERY** -----

<u>Time</u>	<u>Ident</u>	<u>Transmission</u>
1611:45	N9236J	knoxville clearance saratoga niner two three six juliet
1611:50	TYS CD	saratoga niner two three six juliet Knoxville clearance delivery cleared to the grand rapids airport as filed maintain six thousand expect eight thousand one zero minutes after departure departure frequency uh one two three point niner and squawk one one one two verify information india
1612:11	N9236J	roger cleared as filed uh six thousand uh expect eight thousand one zero minutes after departure uh departure frequency one two three point niner squawking one one one two and have information india three six juliet
1612:24	TYS CD	november three six juliet readback correct ground for taxi

----- **GROUND CONTROL** -----

<u>Time</u>	<u>Ident</u>	<u>Transmission</u>
1613:08	N9236J	knoxville ground saratoga niner two three six juliet uh ready to taxi from signature
1613:14	TYS GC	saratoga niner two three six juliet knoxville ground runway two three left at alpha eight taxi via alpha
1613:23	N9236J	two three left uhhh via taxiway alpha [<i>indiscernible - stepped on by another transmission on different frequency</i>]
1613:32	TYS GC	and three six juliet sorry you got stepped on say again
1613:35	N9236J	two three left uh taxi via alpha and uh depart on alpha eight
1613:40	TYS GC	thank you three six juliet

----- **LOCAL CONTROL** -----

<u>Time</u>	<u>Ident</u>	<u>Transmission</u>
1616:01	N9236J	knoxville tower saratoga niner two three six juliet ready to go at alpha eight
1616:10	TYS LC	november niner two three six juliet Knoxville tower wind two eight zero at one seven gusts two niner runway two three left cleared for takeoff fly runway heading
1616:20	N9236J	two three left cleared for takeoff runway heading three six juliet
1618:22	TYS LC	and three six juliet turn right heading two five zero
1618:26	N9236J	two five zero three six juliet
1618:29	TYS LC	november three six juliet contact departure

----- **RADAR WEST** -----

<u>Time</u>	<u>Ident</u>	<u>Transmission</u>
1619:03	N9236J	departure saratoga nine two three six juliet with you two point four climbing four
1619:08	TYS RW	november niner two three six juliet departure radar contact turn right direct grand rapids maintain eight thousand
1619:13	N9236J	uh right direct uh grand rapids and up to eight thousand for three to six juliet

<u>Time</u>	<u>Ident</u>	<u>Transmission</u>
1624:29	TYS RW	<i>[Pass down relief briefing began – lasted about 25 seconds and included information on N9236J direct Grand Rapids climbing to 8,000 feet. Ended at 1624:56]</i>
1631:11	N9236J	(indiscernible) saratoga nine two three six
1631:23	TYS RW	november nine two three six juliet go ahead
1631:27	N9236J	uh lookin for deviations either higher lower or uh left pickin up a little moisture in the clouds
1631:35	TYS RW	november three sierra correction november three six juliet deviations left and right approved or i could climb ya up did you wanna go up to ten thousand see what its like up there
1631:43	N9236J	yeah that would be great three six juliet
1631:45	TYS RW	three six juliet climb and maintain ten thousand
1632:06	TYS RW	november three six juliet climbe and maintain one zero thousand
1632:10	N9236J	climb and maintain one zero thousand three six juliet
1632:59	N9236J	(indiscernible)
1633:02	N9236J	(indiscernible)
1633:04	TYS RW	november three six juliet say again
1633:06	N9236J	(indiscernible)
1633:11	TYS RW	november niner two three six juliet how do you hear
1633:15	N9236J	mayday mayday mayday
1633:17	TYS RW	three six juliet roger maintain four thousand
1633:24	N9236J	(indiscernible)
1633:25	TYS RW	three six juliet say nat...nature of emergency if able
1633:28	N9236J	(indiscernible) mayday
1633:31	TYS RW	three six juliet if ya can uh once ya see the ground try to find a flat uh area
1633:38	TYS RW	highway or field
1633:45	TYS RW	three six juliet uhh appears you're in spiraling descent

The RW controller continued to make multiple attempts to reach the pilot, but no further communications were recorded from N9623J

----- **ATIS INFORMATION INDIA** -----

1553:00 knoxville tower information india one niner five three zulu wind two eight zero at one three gusts two four visibility one zero light rain five thousand scattered ceiling six thousand five hundred broken seven thousand five hundred overcast temperature one three dew point four altimeter two niner niner six low level windshear advisories are in effect simultaneous approaches in use landing aircraft expect i-l-s runway two three right departing aircraft expect runway two three left notice to airmen taxiway romeo niner closed all aircraft readback all hold short instructions and assigned altitudes advise on initial contact you have information india.

**** END OF TRANSCRIPT ****