



U.S. Department
of Transportation
Federal Aviation
Administration

Memorandum

Detroit Metro ATCT
Bldg 100, Rm 104
Detroit Metro Airport
Detroit, Mi. 48242
FAA

Subject: INFORMATION: Transcript; Reference
Aircraft Accident; COM3272; Ida, Mi;
January 9, 1997

Date: January 16, 1997

From: Manager, Detroit Metro ATCT, DTW-1

Reply to
Attn. of:

To: This transcription covers the Detroit
Metro Feeder West position for the time
period from January 9, 1997 2038 UTC to
January 9, 1997 2055:59 UTC

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Detroit Metro Feeder West position	S
Mesaba Airlines Flight 3176	MES3176
Mesaba Airlines Flight 3365	MES3365
Northwest Airlines Flight 208	NWA208
Trans World Airlines Flight 224	TWA224
Northwest Airlines Flight 483	NWA483
Northwest Airlines Flight 1594	NWA1594
Comair Flight 3272	COM3272
Conquest N245DL	N245DL
America West Airlines Flight 50	AWE50
Northwest Airlines Flight 272	NWA272
Citation N39WP	N39WP
Northwest Airlines Flight 692	NWA692
United Airlines Flight 306	UAL306
Northwest Airlines 1003	NWA1003
Learjet N593LR	N593LR

I hereby certify that the following is a true
transcription of the recorded conversations pertaining to
the subject accident involving COM3272:



Charles A. Cole
Quality Assurance Specialist
January 16, 1997

(C-1)

2038
2038:12 S mesaba thirty one seventy six descend and
maintain eight thousand

2038:17 MES3176 down to eight thousand mesaba thirty one
seventy six

2038:20 S mesaba thirty three sixty five traffic ten
oclock and niner miles southwest bound
climbing to one zero thousand

2038:25 MES3365 thirty three sixty five we have i see we have
him on the tee cass

2039
2039:13 S northwest two oh eight turn right heading one
two zero reduce speed to one niner zero

2039:17 NWA208 two oh eight one two zero slow to one nine
zero two oh eight

2039:22 S mesaba thirty one seventy six turn right
heading two two zero contact approach one two
five point one five

2039:27 MES3176 twenty five one five and two two zero mesaba
thirty one seventy six

2039:38 S northwest two zero eight contact approach on
one two five point one five

2039:42 NWA208 twenty five fifteen two oh eight

2039:57 NWA208 approach northwest two oh eight with you uh
leveling seven

C-2

DTW-ATCT-181
COM3272
Page 3 of 16

2040:00 S northwest two zero eight uh frequency is one two five point one five

2040:03 NWA208 sorry

2040:32 TWA224 allright good afternoon t w a two twenty four is with you out of one three thousand for one two thousand hotel

2040:38 S t w a two twenty four detroit approach roger depart mizar heading zero five zero vector to i l s runway three right final approach course reduce speed to uh two one zero if unable advise

2040:47 TWA224 mizar heading zero five zero for vectors to three right and we're reducing to uh two ten for base t w a two twenty four

2040:54 S t w a two twenty four runway three right braking action reported poor by a d c niner

2040:59 TWA224 thank you
2041

2041:04 NWA483 approach northwest four eighty three one two thousand with uh golf

2041:07 S northwest four eighty three detroit approach depart mizar heading zero five zero vector to i l s runway three right final approach course information hotel current wind calm visibility one light snow six hundred scattered ceilings one thousand four hundred broken two thousand one hundred overcast altimeter two niner one niner and uh runway three right braking action reported poor by a d c niner

C-3

2041:29 NWA483 okay k you want us out of mizar zero five zero for three right and uh copy we got a mile visibility you say

2041:34 S thats correct

2041:35 S t w a two twenty four descend and maintain seven thousand

2041:38 TWA224 seven thousand t w a two twenty four
2042
2042:04 NWA1594 approach northwest fifteen ninety four is out of thirteen two descending to one two thousand information golf

2042:10 S northwest fifteen ninety four detroit approach depart uh tram1 heading one nine zero vectors to i l s three right final approach course information hotel current wind zero seven zero at four visibility one light snow six hundred scattered ceiling one thousand four hundred broken two thousand one hundred overcast altimeter two niner one niner runway three right braking action reported poor by a d c niner

2042:29 NWA1594 okay twenty nine nineteen one ninety from tram1 three right northwest uh fifteen ninety four

2042:34 S northwest four eighty three reduce speed to two one zero if unable advise

2042:38 NWA483 uh two ten northwest four eighty three

C-4

2042:53 S mesaba thirty three sixty five maintain one
nine zero knots if unable advise

2042:58 MES3365 one ninety the speed mesaba thirty three
sixty five

2043
2043:03 COM3272 good afternoon detroit approach comair thirty
two seventy two one one eleven thousand hotel

2043:08 S comair thirty two seventy two detroit
approach depart mizar heading zero five zero
vector to i l s runway three right final
approach course runway three right braking
action reported poor by a d c niner

2043:17 COM3272 roger depart mizar heading zero five zero
comair thirty two seventy two

2043:22 S northwest four eighty three descend and
maintain seven thousand

2043:25 NWA483 leaving twelve thousand for seven thousand
northwest four eighty three

2043:51 S t w a two twenty four reduce speed to one
niner zero

2043:54 TWA224 one nine zero t w a two twenty four

2043:56 S mesaba thirty three sixty five descend and
maintain eight thousand

2044:00 MES3365 eight thousand mesaba thirty three sixty five

C-5

2044:03 S t w a two twenty four turn right heading one three zero contact approach on one two five point one five

2044:08 TWA224 one three zero twenty five fifteen t w a two twenty four good day

2044:11 S good day comair thirty two seventy two maintain one niner zero knots if unable advise

2044:16 COM3272 roger one niner zero knots comair thirty two seventy two

2044:19 N245AL conquest two four five alpha lima with you out of thirteen five *(for eleven)
(unintelligible)

2044:25 AWE50 (unintelligible) cactus uh fifty with you level one two thousand hotel

2044:27 S cactus fifty detroit approach depart mizar heading zero five zero vector to i l s runway three right final approach course runway uh three right r v r is six thousand braking action reported poor by a d c niner

2044:37 AWE50 kay zero five zero after mizar for three right cactus uh fifty

2044:42 S november two four five delta lima detroit approach depart vernor heading two five zero vector to i l s runway three right final approach course and uh all aircraft information alpha is now current wind is zero seven zero at six visibility one and one half light snow six hundred broken one thousand

C-6

one hundred broken two thousand one hundred
overcast altimeters two niner one niner three
right r v r is six thousand braking action
reported poor by a d c niner

2045

2045:06 N245DL five delta lima

2045:07 S mesaba thirty three sixty five turn right
heading two two five contact approach on one
two five point one five

2045:13 MES3365 two two five twenty five fifteen mesaba
thirty three sixty five good day

2045:16 S good day sir cactus fifty traffic nine oclock
a mile and a half northeastbound is a
brasilia he's level at one one housand

2045:22 AWE50 we got him in sight cactus fifty

2045:46 S comair thirty two seventy two descend and
maintain seven thousand

2045:50 COM3272 seven thousand comair thirty two seventy two

2045:58 S northwest four eighty three turn right
heading one two zero reduce speed to two one
zero

2046

2046:03 NWA483 kay uh right to one twenty we're at two ten
at this time northwest four eighty three

2046:06 S northwest four eighty three thank you contact
approach on one two five point one five

2046:09 NWA483 good day

(C-7)

2046:10 S good day

2046:11 S comair thirty two seventy two turn left
heading zero three zero vector for sequencing

2046:15 COM3272 zero three zero comair thirty two seventy two

2046:18 S cactus fifty fly heading zero five five
descend and maintain seven thousand

2046:22 AWE50 zero five five on the heading down to seven
thousand cactus fifty

2046:39 NWA272 northwest two seventy two at twelve
thousand and uh hotel

2046:43 S northwest two seventy two detroit approach
depart mizar heading zero five zero vector to
i l s three right final approach course
reduce speed to two one zero if unable advise

2046:52 NWA272 okay slow to two ten after mizar zero five
zero expect three right northwest two seventy
two

2046:57 S northwest two seventy two information alpha
is current uh wind is zero six zero at six
visibility one and one half light snow
ceiling six hundred broken one thousand one
hundred broken two thousand one hundred
overcast altimeters two niner one niner
runway three right r v r three thousand five
hundred braking action reported poor by a d c
niner

C-8

2047:15 NWA272 okay thanks for the report northwest six two
seventy two

2047:18 S comair thirty two seventy two turn right
heading zero five five

2047:21 COM3272 zero five five comair thirty two seventy two

2047:24 S cactus fifty reduce speed to one niner zero

2047:26 AWE50 slow to one ninety cactus fifty

2048:00 S northwest fifteen ninety four depart traml
heading one two zero im gonna have to give
you right traffic for three right

2048:04 NWA1594 okay one twenty from traml now northwest uh
fifteen ninety four

2048:10 S \ northwest two seventy two descend and
maintain seven thousand

2048:13 NWA272 seven thousand northwest two seventy two

2048:17 N39WP and uh detroit citation three nine whiskey
pop with ya level eleven we've got hotel

2048:22 S november three niner whiskey papa detroit
approach depart traml heading one niner zero
vector to i l s runway three right final
approach course alpha is current the wind is
uh zero six zero at six visibility one and
one half light snow ceiling six hundred
broken one thousand one hundred broken two

C-9

thousand one hundred overcast altimeter
niner one niner three right r v r four
thousand five hundred braking action
reported poor by a d c niner

2048:44 N39WP we copy all that thank you whiskey pop

2048:47 S comair thirty two seventy two turn right
heading zero seven zero

2048:50 COM3272 zero seven zero comair thirty two seventy two
2049
2049:06 N39WP and confirm you want us to depart traml at
heading one nine oh whiskey pop

2049:10 S ah yes sir ah right now just plan traml ah
heading one nine oh

2049:13 N39WP thank you very much

2049:21 S cactus fifty turn right heading one four zero

2049:23 AWE50 right turn heading one four zero cactus fifty

2049:29 S cactus fifty contact approach on one two five
point one five

2049:33 AWE50 twenty five one five cactus fifty

2049:37 NWA692 detroit northwest six nine two twelve
thousand two hundred fifty knots hotel

C-10

2049:42 S northwest six ninety two detroit approach
depart ah mizar heading zero four zero vector
to i l s runway three right final approach
course

2049:52 NWA692 kay its ah forty after mizar three right
northwest ah six nine two

2049:54 S comair thirty two seventy two turn right to a
heading of one four zero reduce speed to one
seven zero

2049:59 COM3272 heading one four zero speed one seven zero
comair thirty two seventy two

2050:04 S northwest two seventy two turn right to a
heading of zero five five reduce speed to one
niner zero

2050:08 NWA272 zero five five one nine zero northwest two
seventy two

2050:20 S northwest fifteen ninety four turn left
heading ah one one zero reduce speed to one
niner zero if unable advise

2050:25 NWA1594 one ten back to one ninety northwest ah
fifteen ninety four

2050:28 S comair thirty two seventy two contact
approach one two five point one five so long

2050:32 COM3272 one two five point one five comair thirty two
seventy two goodday

2050:37 UAL306 detroit approach united three zero six with
you level one one thousand

2050:41 S united three zero six detroit approach depart
traml heading one niner zero vector to i l s
runway three right final approach course
information alphas current do you have that

2050:49 UAL306 ah no we don't have that i'll fly that ah one
nine zero course after traml

2050:54 S attention all aircraft information alpha is
current on the atis wind zero six zero at
five visibility one and one half light snow
ceiling six hundred broken one thousand one
hundred broken two thousand one hundred
overcast altimeters two niner one niner
runway three right r v r three thousand five
hundred braking action reported poor by a d c
niner

2051
2051:15 UNKNOWN is that both runways are poor

2051:17 S three right is poor that's the only runway
we're landing right now

2051:23 S northwest fifteen ninety four turn right
heading one five zero descend and maintain
one one thousand

2051:27 NWA1594 one fifty heading one one thousand northwest
fifteen ninety four could you live with a
hundred and ninety five knots

2051:31 S ya that ull be fine

2051:32 NWA1594 good

C-12

2051:32 S two four five delta lima turn left heading
two four zero

2051:36 N245DL turning left two four zero five delta lima

2051:41 NWA1594 confirm the altitude please for fifteen
ninety four

2051:44 S northwest fifteen ninety four one one
thousand eleven thousand

2051:47 NWA1594 twelve for eleven thank you

2051:48 S northwest two seventy two turn right to a
heading one five zero reduce speed to one
seven zero

2051:52 NWA272 one five zero slow to one seventy northwest
two seventy two

2051:59 S northwest two seventy two contact approach on
one two five point one five so long

2052:03 NWA272 two five one five northwest two seventy two

2052:06 S northwest six ninety two descend and maintain
seven thousand

2052:09 NWA272 down to seven thousand northwest six nine two

2052:23 S northwest six ninety two turn right heading
zero five five

2052:27 NWA692 zero five five northwest six nine two

2052:38 S northwest fifteen ninety four turn right
heading one eight zero and uh when you get to
one one thousand could you let let me know
what the winds are please

2052:44 NWA1594 okay a right turn to one eighty winds uh two
twenty at forty five

-2052:47 S okay thank you
2053
2053:01 N39WP they're two twenty at sixty five where three
nine whiskey pop is

2053:05 S two twenty at sixty five

2053:07 N39WP yessir

2053:08 S okay thank you

2053:46 S northwest fifteen ninety four turn right
heading uh two one five descend and maintain
seven thousand

2053:51 NWA1594 two fifteen maintain seven thousand
northwest fifteen ninety four

2054
2054:01 S northwest six ninety two turn right heading
one two zero reduce speed to one seven zero

2054:05 NWA692 one twenty on the heading and slow to one
seventy northwest six nine two

C-14

2054:11 S northwest fifteen ninety four contact
approach one two five point one five so long

2054:15 NWA1594 twenty five fifteen fifteen ninety four
good day

2054:19 NWA1003 hello detroit approach northwest ten oh
three is one one eleven thousand with alpha

2054:25 S northwest ten zero three detroit approach
depart tram heading one niner zero vector
to i l s runway three right final approach
course runway three right r v r four
thousand five hundred braking action
reported poor by a d c niner

2054:35 NWA1003 depart tram heading one niner zero
northwest ten oh three

2054:40 S northwest six ninety two contact approach on
one two five point one five

2054:43 NWA692 twenty five fifteen keep up the good work
northwest six nine two

2054:46 S good night sir

2054:54 S november three niner whiskey papa reduce
speed to one niner zero if unable advise

2054:57 N39WP one nine oh we can do that whiskey pop

2055:00 S november two four five delta lima turn left
heading two two zero

C-15

DTW-ATCT-181
COM3272
Page 16 of 16

2055:03 N245DL turning left two two zero five delta lima

2055:20 N593LR detroit lear five nine three lima romeo one two thousand two fifty on the speed bravo

2055:30 S november three niner whiskey papa turn left heading zero niner zero maintain one one thousand united three zero six reduce speed to one niner zero if unable advise

2055:38 UAL306 three zero six reducing speed to one nine zero

2055:41 S november five niner three lima papa detroit approach fly heading zero five zero vector to i l s three right final approach course reduce speed to one niner zero if unable advise

2055:48 N593LR zero five zero slowing to one nine zero three right five nine three lima romeo

2055:53 S kay five niner three lima romeo thats correct

2055:56 N39WP uh three nine whiskey papa for three thousand

2055:59 S three nine whiskey papa negative maintain one one thousand heading zero niner zero a hundred'n ninety knots please

End of Transcript

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

C-16



U.S. Department
of Transportation
Federal Aviation
Administration

Memorandum

Detroit Metro ATCT
Bldg 108, Rm 104
Detroit Metro Airport
Detroit, MI. 48242
FAA

Subject: INFORMATION: Transcript; Reference
Aircraft Accident; COM3272; Ida, Mi;
January 9, 1997

Date: January 16, 1997

From: Manager, Detroit Metro ATCT, DTW-1

Reply to
Attn. of:

To: This transcript covers the Detroit Metro
Arrival East (B) position for the time
period from January 9, 1997, 2044:58 UTC
to January 9, 1997, 2101 UTC

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Detroit Metro Arrival East	B
Trans World Airways Flight 224	TWA224
Mesaba Airlines Flight 3365	MES3365
Cheyenne N123AG	N123AG
Northwest Airlines Flight 483	NWA483
Mesaba Airlines Flight 3176	MES3176
America West Airlines Flight 50	AWE50
Comair Flight 3272	COM3272
Northwest Airlines Flight 272	NWA272
Northwest Airlines Flight 1594	NWA1594
Northwest Airlines Flight 692	NWA692
Detroit Metro CRUXX position	Y

I hereby certify that the following is a true transcription of
the recorded conversations pertaining to the subject aircraft
accident involving COM3272.



Charles A. Cole
Quality Assurance Specialist
January 16, 1997

2044:58 B

attention all aircraft detroit metro
altimeter two niner one niner twenty
nine nineteen

2045:23 B t w a two twenty four descend and
maintain three thousand

2045:26 TWA224 three thousand t w a two twenty four

2045:39 MES3365 approach good afternoon mesaba thirty
three sixty five we're out of uh nine
for eight thousand two twenty five the
heading

2045:45 B mesaba thirty three sixty five detroit
approach fly heading two two zero
maintain three thousand

2045:49 MES3365 two two zero three thousand thirty three
sixty five

2045:53 B mesaba thirty one seventy six turn left
heading zero six zero join the three
right localizer

2045:58 MES3365 zero six zero to join the three right
localizer mesaba thirty one seventy six

2046
2046:09 N123AG detroit departure cheyenne one two three
alpha golf is with you climbing through
one point eight for four thousand
turning to heading three one zero

2046:15 B eh something alpha golf off metro your
departure frequency should be one one
eight point niner five eighteen ninety
five

2046:22 N123AG eighteen ninety five three alpha golf

C-18

DTW-ATCT-181
COM3272
Page 3 of 15

2046:25 NWA483 northwest four eighty three seven thousand

2046:27 B northwest four eighty three detroit approach control roger fly heading of uh one two zero descend and maintain three thousand

2046:33 NWA483 one twenty heading uh leaving seven thousand for three thousand northwest four eighty three

2046:36 B mesaba thirty one seventy six maintain three til established maintain one seventy to the marker you're cleared i l s runway three right approach at the marker contact the tower one eighteen four

2046:44 MES3176 three til established and uh one seventy til the marker and marker one eighteen four mesaba thirty one seventy six

2046:52 B thank you

2047:00 B northwest four eighty three did i issue you three thousand

2047:03 NWA483 sir uh sixty five hundred for three thousand this time northwest four eighty three

2047:06 B thank you

2047:08 NWA483 what speed you want for us

C-19

2047:09 B uh what are you doin now

2047:11 NWA483 *(bout) uh two ten

2047:12 B reduce speed to one niner zero northwest
four eighty three

2047:15 NWA483 uh one ninety northwest four eighty
three

2047:17 B mesaba thirty three sixty five reduce
speed to one seven zero youll be
followin a boeing seven fifty seven

2047:22 MES3365 one seventy okay thirty three sixty five

2047:24 B northwest four eighty three turn left
heading zero niner zero

2047:26 NWA483 zero nine zero northwest four eighty
three

2047:28 B t w a two twenty four turn left heading
zero six zero join the three right
localizer

2047:31 TWA224 zero six zero three right localizer
t w a's two twenty four

2047:59 B t w a two twenty four fly heading zero
six zero to join the localizer maintain
three thousand til established on the
final approach course maintain one-seven
zero knots til the marker youre cleared
I l s runway three right approach

2048:08 TWA224 zero six zero til established three thu
uh uh maintain three thousand til
established one seventy to the marker
cleared approach t w a's uh two twenty
four

2048:16 B t w a two twenty four at the marker
contact the tower on one one eight point
four

2048:19 TWA224 eighteen four t w a's two twenty four

2048:21 B mesaba thirty three sixty five turn left
heading two one zero

2048:24 MES3365 uh two ten thirty three sixty five

2049:00 B northwest four eighty three reduce speed
to one seven zero

2049:07 NWA483 one seventy northwest four eighty three

2049:08 B mesaba thirty three sixty five turn left
heading two zero zero

2049:12 MES3365 two hundred thirty three sixty five

2049:38 B northwest four eighty three turn left
heading zero six zero intercept three
luh three right localizer

2049:41 NWA483 six zero intercept three right localizer
northwest four eighty three

2049:46 AWE50 cactus fifty with you out of eight point three for seven thousand uh hotel

2049:50 B cactus fifty detroit approach control reduce speed to one seven zero maintain four thousand

2049:55 AWE50 seventy on the speed down to four thousand cactus fifty

2049:58 B mesaba thirty three sixty five turn left heading one eight zero

2050
2050:02 MES3365 one eight zero thirty three sixty five

2050:18 B northwest four eighty three maintain one seventy to the marker cleared i l s runway three right approach and at the marker contact metro tower one one eight point four

2050:26 NWA483 hundred and seventy to the marker uh and cleared i l s three right approach eighteen four at the marker northwest four eighty three

2050:31 B cactus fifty turn right heading one seven zero

2050:33 AWE50 turn heading one seventy cactus fifty

2050:36 B mesaba thirty three sixty five turn left heading one seven zero

2050:40 MES3365 seven zero thirty three sixty five

2050:45 COM3272 good afternoon detroit approach comair
thirty two seventy two seven thousand

2050:48 B comair thirty two seventy two detroit
approach reduce speed to one seven zero
and maintain six thousand

2050:54 COM3272 speed one seven zero descend and
maintain six thousand comair thirty two
seventy two

2050:58 B mesaba thirty three sixty five turn left
heading one two zero

2051
2051:02 MES3365 one two zero thirty three sixty five

2051:06 B cactus fifty descend and maintain three
thousand

2051:08 AWE50 three thousand on the heh uh cactus
fifty

2051:13 B comair thirty two seventy two fly
heading one four zero

2051:17 COM3272 one four zero comair thirty two seventy
two

2051:40 B mesaba thirty three sixty five reduce
speed to one six zero

2051:43 MES3365 six zero thirty three sixty five

C-23

DTW-ATCT-181
COM3272
Page 8 of 15

2051:45 B cactus fifty reduce speed to one six
zero if unable advise

2051:48 AWE50 (unintelligible) to one sixty cactus
fifty we can do it

2051:51 B cactus fifty turn left heading one two
zero

2051:53 AWE50 turn heading one two zero

2052
2052:05 B mesaba thirty three sixty five turn left
heading zero six zero join the three
right localizer

2052:10 MES3365 zero six zero we'll join three right
thirty three sixty five

2052:13 B comair thirty two seventy two descend
and maintain four thousand

2052:16 COM3272 four thousand comair thirty two seventy
two

2052:21 NWA272 northwest two seventy two uh seven
thousand and uh one seventy knots

2052:25 B northwest two seventy two detroit
approach roger fly heading one six zero

2052:29 NWA272 sixty northwest two seventy two

C-24

2052:39 B cactus fifty turn left heading zero six zero intercept the runway three right localizer

2052:43 AWE50 zero seven zero intercept the three right localizer cactus uh fifty

2052:47 B mesaba thirty three sixty five maintain one six zero knots to the marker youre cleared i l s runway three right approach at the marker contact the tower one eighteen point four

2052:55 MES3365 one sixty is speed cleared three right and we'll call the tower over the marker thirty three sixty five gooday

2053:00 AWE50 cactus fifty say again that heading to intercept

2053:02 B cactus fifty zero six zero to intercept three right

2053:05 AWE50 zero six zero okay ya got any wind shear reports on the final

2053:08 B uh no i havent had anything uh just uh slick runways and uh low visibilities

2053:14 AWE50 kay yeh its two thirty seven at thirty two up here

2053:17 B okay youll pick up a headwind once ya get down uh probably oh two thousand feet or so

DTW-ATCT-181
COM3272
Page 10 of 15

2053:23 AWE50 okay thanks

2053:24 B comair thirty two seventy two turn right heading one eight zero reduce speed to one five zero

2053:28 COM3272 heading one eight zero the speed one five zero comair thirty two seventy two

2053:32 B northwest two seventy two turn right heading one eight zero descend and maintain three thousand

2053:35 NWA272 one eight zero three thousand northwest two seventy two

2053:42 B comair thirty two seventy two reduce speed to one five zero

2053:45 COM3272 speed one five zero comair thirty two seventy two

2053:48 B cactus fifty maintain one six zero knots to the marker cleared i l s runway three right approach contact the tower at the marker one eighteen four

2053:55 AWE50 cleared for I l s and uh one sixty to the marker cactus fifty

2053:59 B comair thirty two seventy two now turn left heading uh zero nine zero plan a vector across the localizer

2054:04 COM3272 heading zero nine zero comair thirty two seventy two

C-26

DTW-ATCT-181
COM3272
Page 11 of 15

- 2054:07 B northwest two seventy two turn left heading one five zero
- 2054:09 NWA272 one five zero heading northwest two seventy two
- 2054:26 NWA1594 northwest fifteen ninety four is with ya out of uh ten point five descending to seven thousand over
- 2054:31 B northwest fifteen ninety four detroit approach reduce speed to one seven zero maintain four thousand
- 2054:35 NWA1594 seventy four thousand northwest fifteen ninety four
- 2054:38 B comair thirty two seventy two now turn left heading uh zero six zero and youll join the localizer on that heading and maintain three thousand
- 2054:49 B comair thirty two seventy two turn left heading zero six zero youll join the localizer maintain three
- 2054:56 NWA692 northwest six nine two out of eight for seven one twenty on the heading one seventy on the speed
- 2055
2055:01 B comair thirty two seventy two detroit approach how do you hear me
- 2055:11 NWA1594 final ya got a base for fifteen ninety four

C-27

2055:15 B northwest two seventy two maintain four thousand turn right heading one eight zero

2055:19 NWA272 maintain four thousand right turn to one eight zero northwest two seventy two

2055:25 B northwest six ninety two turn left heading uh zero five zero

2055:29 NWA692 left zero five zero northwest six ninety two

2055:32 B northwest fifteen ninety four maintain seven thousand

2055:35 NWA1594 fifteen ninety four we'll maintain seven thousand now

2056
2056:14 B northwest two seventy two its gonna be quite a bit of a delay for you northwest two seventy two turn right heading two five zero

2056:21 NWA272 okay two five zero northwest two seventy two

2056:31 NWA272 when you say quite a bit whatta be done ten minutes

2056:34 B well its probly gonna be more than that sir i just lost an airplane i believe

2056:38 NWA272 kay

2056:40 B northwest two seventy two turn right
heading two seven zero

2056:42 NWA272 two seven zero northwest two seventy two
2057 2057:08 NWA692 what number is northwest six ninety two
in line here

2057:10 B northwest six ninety two uh its gonna be
quite a bit uh delay for you too I do
believe sir

2057:15 B northwest six ninety two turn right
heading zero nine zero

2057:19 NWA692 kay zero nine zero we need to know the
exact delay uh for fuel considerations

2057:24 B sir i have no idea at this point we're
still checking on an aircraft we cant
find

2057:33 B northwest fifteen ninety four maintain
six thousand

2057:36 NWA1594 fifteen ninety four maintain six

2057:47 B northwest two seventy two turn right
heading three six zero

2057:51 NWA272 three six zero northwest two seventy two

2057:52 B yankee

C-29

2057:53 Y yah

2057:53 B two seventy two's goin northbound hes
down at uh four thousand feet

2057:56 Y kay you gonna leave him at four

2057:57 B i'm just gonna leave him at four and put
him on you i dont want to talk to nobody

2058:00 Y okay uh yah allright

2058:03 B northwest two seventy two contact
detroit approach on one one eight point
niner five

2058:07 NWA272 eighteen ninety five northwest two
seventy two thank you

2058:44 B northwest fifteen ninety four turn right
heading two seven zero

2058:47 NWA1594 right two seventy fifteen ninety four

2058:54 B northwest six ninety two turn right
heading one two zero

2058:56 NWA692 one two zero six ninety two
2059
2059:37 NWA1594 lower for me uh fifteen ninety four

2059:40 B standby

C-30

2059:42 NWA1594 lower for fifteen ninety four

2059:44 B standby one moment please
2100
2100:17 B northwest fifteen ninety four i believe
you had a question go ahead now

2100:20 NWA1594 yeh are you gonna cross the uh final or
you gonna let us down

2100:23 B yeh im gonna put you in the holding here
momentarily uh just can fly heading of
ah stay on two seventy heading will
bring you left turn back around to
holding

2100:31 NWA1594 two seventy heading northwest fifteen
ninety four and the holds gonna be where

2100:34 B uh its gonna be on the localizer

2100:35 NWA1594 thank you

2100:41 B fact northwest fifteen ninety four turn
right right turn heading uh zero one
zero and uh join the three right
localizer youll probly go through you
can turn right heading zero six zero to
rejoin the three right localizer

2100:53 NWA1594 zero one zero to join the localizer
northwest fifteen ninety four
2101

End of Transcript

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

C-31