

**DOCKET NO.: SA-519
EXHIBIT NO.: 3B**

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

**LITTLE ROCK TOWER AIR TRAFFIC CONTROL TRANSCRIPT
(17 PAGES)**

**American Airlines Flight 1420
Little Rock, Arkansas
June 1, 1999**

DCA99MA060



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

FAA, LIT ATCT
#1 Airport Drive
Little Rock, AR 72202

Subject: INFORMATION: Full Transcript; Aircraft Accident;
AAL1420; Little Rock, AR; June 2, 1999

Date: June 21, 1999

From: Little Rock ATC Tower

Reply to
Attn. of:

To: Aircraft Accident File, LIT-ATCT-253

This transcription covers the Little Rock ATCT Local Control One position for the time period from June 2, 1999, 0428 UTC to June 2, 1999, 0510 UTC.

Agencies Making Transmissions

Little Rock ATCT, Local Control One
Cessna Centurion N2056S
Beech Baron Starcheck 198
MD-80 American 1420
Memphis ARTCC
ARFF Vehicles, Red Ball
City Vehicle, Mobile 5

Abbreviations

LC1
N56S
USC198
AAL1420
ZME
RB1, RB2, RB3
MOB5

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL1420:



David A. Vechik
David A. Vechik
Support Specialist
Little Rock ATCT

0428:09 LC1 centurion five six sierra there has been uh severe thunderstorm warning issued for the uh uh southern faulkner county upper around the uh vilonia and conway area if your familiar with that area

0428:24 N56S uh roger uh that could you uh repeat those points again five six sierra again

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0428:28	LC1	uh let me pull it up here again stand by just a second centurion five six sierra
0428:31	N56S	(unintelligible)
0428:52	LC1	centurion five six sierra there's a severe thunderstorm warnings been issued for the southern part of faulkner county and the northern part of pulaski county uh the weather was let's see twelve miles south of conway or four miles west of morgan moving east at uh three zero knots
0429		
0429:11	N56S	roger rōger five six sierra
0429:21	LC1	starcheck one ninety eight how does it look out to the east there
0429:24	USC198	uh starcheck one ninety eight i'm not i'm not uh i'm not showing much right now maybe (unintelligible) light echoes
0429:31 0430	LC1	alrighty thanks
0430:22	LC1	starcheck one ninety eight contact memphis center one three five point three we'll see you later
0430:25	USC198	starcheck one ninety eight one three five point three we'll see ya
0431 0432 0433 0434		
0434:06	AAL1420	american uh fourteen twenty at eleven three for ten thousand

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0434:11	LC1	american fourteen twenty little rock approach roger we have a thunderstorm just northwest of the airport moving uh through the area now the wind is two eight zero at two eight gust four four and uh i'll have new weather in just a moment i'm sure
0434:24	AAL1420	yeah we can see the uh lightening and uh you want us to repeat the winds again
0434:29	LC1	right now the wind current wind is two niner zero at two eight gust four four
0434:44	LC1	american fourteen twenty expect an ils runway two two left
0434:46	AAL1420	two two left we got that fourteen twenty
0434:56 0435	LC1	who called
0435:02	ZME	helena
0435:03	LC1	yeah
0435:06	ZME	uh two zero five six five i'm just curious about him
0435:12	LC1	he's (unintelligible)
0435:16	ZME	how's he plan to get radar vectors when uh he's going to be non radar most of his trip
0435:18	LC1	uh i have no earthly idea

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0435:19 ZME i need him on a either he's receiving jonesboro or i
need him on a non radar routing

0435:20 LC1 (unintelligible) i'll see what he's receiving hang on

0435:24 LC1 centurion five six sierra you're receiving jonesboro

0435:33 N56S uh that's affirmative five six sierra

0435:35 LC1 centurion five six sierra roger proceed direct

0435:37 LC1 american fourteen twenty descend at pilot's discretion
maintain four thousand

0435:41 AAL1420 down to four thousand american uh fourteen twenty

0435:45 LC1 hey helena little rock

0435:48 ZME yeah

0435:49 LC1 he's said he's got it he's going direct

0435:50 ZME okay good that's all i need to know

0435:51 LC1 kk

0435:56 LC1 centurion five six sierra contact memphis center one
three five point three good night

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0436:00 0437 0438	N56S	one three five point three five six sierra good night
0439:00	LC1	american fourteen twenty descend and maintain three thousand
0439:04	AAL1420	out of four for three uh american fourteen twenty
0439:07	LC1	american fourteen twenty uh your equipment's a lot better than what i have how is the final for two two left lookin'
0439:12	AAL1420	okay we can uh see the airport from here we can barely make it out but uh we should be able to make two two uh that storm is moving this way like your radar says it is but a little farther off than you thought
0439:23	LC1	american fourteen twenty roger would you just want to a shoot a visual approach
0439:28	AAL1420	uh at this point we can't really make it out we're gonna stay with you as long as possible
0439:32	LC1	american fourteen twenty roger and uh the winds kīnda kicked around right now its three three zero at uh one one
0439:42	AAL1420	okay well that's a little bit better than it was
0439:43	LC1	right (unintelligible)
0439:45	LC1	and uh right now i have uh wind shear alert the centerfield wind is three four zero at one zero north boundary wind is three three zero at two five northwest boundary wind zero one zero at one five

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0440
0440:01 AAL1420 is there a possibility to get runway four

0440:02 LC1 american fourteen twenty yes sir we can do runway
four if you would prefer that

0440:07 AAL1420 (unintelligible) we would rather do the headwinds sir

0440:10 LC1 i'm sorry say again american fourteen twenty

0440:12 AAL1420 yeah we're going to want the headwind of course---runway
four

0440:15 LC1 americian uh fourteen twenty uh turn right heading of uh two
five zero vectors for the ils runway four right final approach
course

0440:26 AAL1420 okay a right turn to two five zero uh the long way around

0440:30 LC1 uh yes sir you're a little close to the airport

0440:33 AAL1420 two five zero that'll work
0441

0441:22 LC1 american fourteen twenty uh maintain three thousand three
hundred for now please

0441:25 AAL1420 three thousand three hundred we just saw it thanks
0442

0442:26 LC1 american fourteen twenty it appears we have uh a
second part of the storm moving through the winds
now three four zero at one six gust three four

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0442:34	AAL1420	roger that
0442:38	LC1	did you call
0442:39	ZME	this is pine bluff high at memphis are you guys
0442:41	LC1	this little rock
0442:43	ZME	landin'
0442:43	LC1	this is little rock huh
0442:44	ZME	are you guys still being are they still gettin' in there
0442:47	LC1	well we got a guy trying it right now uh i'll let you know here in just a minute
0442:50	ZME	are you landin' to the southwest
0442:52	LC1	no we're landing right now i've got it to the north hold on a second okay
0442:56	LC1	american fourteen twenty did you call me
0443:00	AAL1420	well we got the airport we're going between clouds i think its right off my uh three o'clock low about four miles
0443:05	LC1	american fourteen twenty that's it do you want to shoot the visual approach or do you want to go out for the ils

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0443:10	AAL1420	we'll we'll shoot the visual if we we can do it
0443:12	LC1	american fourteen twenty cleared visual approach runway four right if you lose it need some help let me know please
0443:16	AAL1420	i'll stay with you as long as possible okay
0443:18	LC1	yeah that's fine i'm working everything american fourteen twenty
0443:21	AAL1420	works for me
0443:22	LC1	all right yep
0443:25	ZME	we've got a couple of aircraft comin in there wantin to know if they're going to be able to get in
0443:27	LC1	alright well i don't know american uh he came in from the south there he's on a visual approach right now but it's uh it's kind of rockin' and rollin' here
0443:35	ZME	all right
0443:36	LC1	so you might wanna put it off a little bit if they can it its gots about uh because my radar is not that good by the weather you know but uh
0443:43	ZME	better than ours

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0443:44	LC1	well then you don't yeah it looks like it maybe out of here in i don't know thirty minutes or so it's movin' kind a quickly it looks like
0443:51	ZME	be there in thirty minutes or leavin' in thirty minutes
0443:53	LC1	well hopefully out of here by thirty minutes don't hold me to that because i'm not sure
0443:54	ZME	i gotcha
0443:56	LC1	all righty
0443:58	ZME	(unintelligible)
0443:59	LC1	alright kk
0444:00	LC1	american fourteen twenty you can monitor one one eight point seven runway four right cleared to land the wind right now is three three zero at two one
0444:06	AAL1420	eighteen seven we'll monitor american fourteen twenty thanks cleared to land runway four
0444:23	AAL1420	hold on and uh---and approach american fourteen twenty
0444:30	LC1	american fourteen twenty yes sir

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0444:31 AAL1420 there's a cloud between us and the airport we just lost the field and i've uh on this vector here i have the uh the basically last vector you gave us we're on a kind of a dog leg it looks like

0444:39 LC1 american fourteen twenty can you fly heading two two zero i'll take you out for the ils

0444:44 AAL1420 two two zero is fine

0444:45 LC1 all right and it will be just probably just one turn on from downwind to final for the ils

0444:49 AAL1420 that's how it's going to have to be thanks

0444:54 LC1 american fourteen twenty descend and maintain two thousand three hundred

0444:57
0445 AAL1420 two thousand three hundred american fourteen twenty

0445:46 AAL1420 and approach american fourteen twenty we know you're doing you're best but we're getting pretty close to this storm we'll keep it tight if we have to

0445:52 LC1 i'm sorry american fourteen twenty uh turn right heading of uh two seven zero

0445:57 AAL1420 two seven zero american fourteen twenty

0445:59 LC1 and uh when you join the final you're going to be right at the just a little bit outside the marker if that's going to be okay for you

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0446
0446:05 AAL1420 that's great with us

0446:06 LC1 american fourteen twenty roger

0446:26 LC1 american fourteen twenty turn right heading three zero zero

0446:29 AAL1420 right turn three zero zero american fourteen twenty

0446:39 LC1 american fourteen twenty is uh three miles from the marker
turn right heading zero two zero maintain two thousand three
hundred until established on the localizer cleared ils runway
four right approach

0446:47 AAL1420 two two zero until established american fourteen twenty
cleared four left approach

0446:52 LC1 american fourteen twenty right now we have uh heavy rain on
the airport the current weather on the atis is not correct i don't
have new weather for you but the visibility is uh less than a
mile runway four right rvr is three thousand

0447

0447:04 AAL1420 roger that three thousand american fourteen twenty this is
four right correct

0447:08 LC1 american fourteen twenty that's correct sir and runway four
right cleared to land the wind three five zero at three zero
gust four five

0447:16 AAL1420 zero three zero at four five american fourteen twenty

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0447:53	LC1	wind shear alert centerfield wind three five zero at three two gust four five north boundary wind three one zero at two niner northeast boundary wind three two zero at three two
0448		
0448:13	LC1	american fourteen twenty the runway four right rvr now is one thousand six hundred
0448:25	AAL1420	american fourteen twenty we're established inbound
0448:28	LC1	american fourteen twenty roger runway four right cleared to land and the wind three four zero at three one north wind north boundary wind is three zero zero at two six northeast boundary wind is three two zero at two five and the four right rvr is one thousand six hundred
0448:42 0449	AAL1420	american uh fourteen twenty thanks
0449:11	LC1	wind is three three zero at two eight
0449:32	LC1	wind three three zero at two five
0449:53 0450	LC1	wind three two zero at two three -
0450:54 0451	LC1	american fourteen twenty report clear of the runway please
0451:16	LC1	amer american fourteen twenty tower
0451:31	LC1	american fourteen twenty tower

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0452:00	LC1	american fourteen twenty tower
0452:22 0453	LC1	american fourteen twenty tower
0453:22 0454	LC1	american fourteen twenty tower
0454:06	RB2	ground red ball two
0454:32	LC1	american fourteen twenty adams tower
0454:51	RB1	adams ground red ball one
0454:52	LC1	red ball one ground
0454:54	RB1	uh we have permission to proceed to four right
0454:58 0455	LC1	red ball one affirmative and uh proceed down romeo uh the last the time i saw him he was on runway four right uh he be down at the end somewhere if you'd a go down there please
0455:10	RB1	red ball one uh roger
0455:24	MOB5	adams ground mobile five
0455:26	LC1	mobile five adams ground
0455:28	MOB5	i'd like to accompany red ball units please sir
0455:30	LC1	mobile five proceed as requested

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0455:32	MOB5	mobile five
0456		
0457		
0458		
0459:00	RB1	red ball one to red ball two--uh you go romeo the opposite way
0459:21	RB2	red ball one red ball two i didn't hear you
0459:54	RB2	(unintelligible) red ball two
0459:58	RB2	adams'ground red ball two
0500:00	LC1	red ball two ground
0500:01	RB2	uh we don't see anything down on this end you need us to sweep the runway
0500:08	LC1	red ball two say again
0500:11	RB2	we didn't sight anything on we didn't sight anything on the end of the runway you need us to sweep the runway
0500:16	LC1	red ball uh two proceed on the runway he was down at the other end sir he's he was at the departure end of runway four right red ball units and mobile five proceed down runway four right
0500:32	MOB5	mobile five roger
0500:55	RB2	red ball one what's the red light on your side there
0501		

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0501:08	LC1	and a red ball two i saw him uh as he went past midfield there sir he's gonna be ah be down in that area beyond that area
0502 0503 0503:16	RB1	adams ground we got him off the end of the runway we have sight on fire--this is an alert three this is an alert three
0503:23	LC1	red ball two roger
0503:31	LC1	red ball three is he in the river
0503:40 0504	*(RB1)	which way you goin' dave
0504:07 0505 0506 0507 0508 0508:24	*(RB1)	he's off the end of the runway on the north end--burning communications red ball three
0508:29	RB2	adams ground red ball two
0508:31	LC1	red ball two ground
0508:34	RB2	fuselage is uh is mostly intact we got survivors walking around down here we need to get somebody over to get the bus get down here and get these people many walking wounded
0508:46	LC1	red ball two roger and you need to get a hold of the uh city vehicle he can help you out with the buses sir

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0509
0509:18 LC1 mobile five tower

0509:23 MOB5 mobile five

0509:25 LC1 yes sir did you notify anybody to get the buses and stuff out there

0509:28 MOB5 i'm fixin' to do that now i've got a couple of the passengers here in here with me and i'm going to have to get back and get a driver and get the bus down here

0509:35 LC1 mobile five roger is there anything i can do from this end make a phone call down here to maintenance or something

0509:39 MOB5 no i don't think you'll find anybody there it was just right at shift change

0509:42 LC1 all right do you want me to call nine one one maybe for assistance from there or what can we do

0509:47 MOB5 roger i'll get i'll let me get back in touch with you in just a few minutes

0509:51 LC1 all right
0510

0510:03 RB3 adams ground this is red ball three need to be sure the runway is closed down

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0510:10 LC1 uh red ball three yes sir we're uh keeping it closed

0510:14 RB3 uh adams ground did i copy runway is closed

0510:20 LC1 red ball three i can not officially close the runway however
i can assure that uh it will not be used

0510:24 RB3 okay

0510:30 MOB5 adams ground this is mobile five the runway is officially
closed i'm closing it

0510:32 LC1 mobile five i understand runway uh four right is closed

End of Transcript