

Docket No. **SA-509**

Exhibit No. **3B**

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C.

AIR TRAFFIC CONTROL TRANSCRIPTS

LOCAL CONTROL WEST pages 1-10

FINAL RADAR WEST pages 11-16

ARRIVAL RADAR WEST pages 17-23

CAB SUPERVISOR pages 24-33

GROUND CONTROL EAST/WEST pages 34-54

LOCAL CONTROL EAST pages 55-68

RADAR FLIGHT DATA pages 69-71



US Department
of Transportation
Federal Aviation
Administration

Memorandum

Subject: **INFORMATION:** Transcription concerning
the accident involving USA1016 Douglas
DC9 on July 2, 1994 at 2242 UTC

Date: July 5, 1994

From: Charlotte ATCT

Reply to
Attn. of:

To: This transcription covers the Charlotte ATCT Local Control West position for the time
period from July 2, 1994, 2234 UTC to July 2, 1994, 2247 UTC.


Agencies Making Transmissions

Charlotte ATCT, Local Control West
Charlotte ATCT, Departure Radar West
USAir Flight 1555
USAir Flight 677
USAir Flight 793
USAir Flight 806
USAir Flight 983
USAir Flight 1016
USAir Flight 5211
USAir Flight 797
USAir Flight 332
Carolina Flight 5175

Abbreviations

LCW
DRW
USA1555
USA677
USA793
USA806
USA983
USA1016
USA5211
USA797
USA332
CDLS175

I hereby certify that the following is a true transcription of the recorded conversations
pertaining to the subject aircraft accident involving USA1016:


Reginald W. Lanier
Quality Assurance Specialist
July 5, 1994

2234
2234:02 USA1555 Usair fifteen fifty five cleared to go

2235
2235:01 LCW Usair fifteen fifty five at one point six d m e contact
departure

2235:04	USA1555	Usair fifteen fifty five so long
2235:10	USA677	Usair six seventy seven with you uh on a visual one eight right
2235:12	LCW	Usair six seventy seven wind one five at nine runway one eight right cleared to land
2235:18	USA677	Cleared to land six seventy seven
2235:38	USA677	Wind now
2235:39	LCW	Wind shows one five zero at one zero
2235:41	USA677	Thank you
2236 2236:07	LCW	Usair seven ninety three charlotte tower runway one eight right taxi into position and hold
2236:10	USA793	Into position and hold usair seven ninety three
2236:13	USA677	Good ride all the way down
2236:15	LCW	Thank you sir
2236:35	LCW	Usair six seventy seven turn left at the forward high speed contact ground control point niner off the runway

2236:40 USA677 Ground point niner at the high speed six seventy seven

2236:52 LCW Usair seven ninety three at the one point six d m e turn right heading two zero zero runway one eight right cleared for takeoff

2236:58 USA793 One point six d m e two hundred degrees cleared to go usair seven ninety three

2237

2238

2238:16 USA806 Usair eight oh six ready on the right

2238:18 LCW Usair eight zero six charlotte tower roger

2238:24 LCW Usair seven ninety three contact departure

2238:27 USA793 Usair seven ninety three so long

2238:29 USA983 Tower usair nine eighty three with you for runway one eight right

2238:30 LCW Usair uh nine eighty three charlotte tower are you at lined up for two three sir are you going to eighteen right

2238:37 USA983 We're coming around to uh eighteen right

2238:39 LCW Usair nine eighty three charlotte tower wind one two zero at five runway one eight right cleared to land

2238:44 USA983 Cleared to land one eight right usair nine eighty three

2239
2239:12 USA806 And eight oh six looks like uh we've gotten a storm right on top of the field here

2239:16 LCW Usair eight zero six affirmative

2239:20 USA806 We'll just delay for a while

2239:22 LCW Usair eight zero six roger sir usair eight zero six the reason i didnt put you in position is sir i wasnt sure where the faulker was going and as it ended up he did come to eighteen right

2239:30 USA806 Thats okay its probably better off we didnt go anyway

2239:38 USA1016 Usair ten sixteen for uh eighteen right

2239:40 LCW Usair ten sixteen charlotte tower runway one eight right cleared to land following a f k one hundred short final previous arrival reported smooth ride all the way down the final

2239:47 USA1016 Usair ten sixteen i appreciate a pirep from that guy in front of us

2240
2240:28 LCW Usair nine eighty three turn left at the next forward high speed and say uh how the ride was on the final sir

2240:33	USA983	Smooth usair nine eighty three
2240:36	LCW	Usair nine eighty three roger you can make the reverse contact ground control point niner
2240:40	LCW	Usair ten sixteen company f k one hundred just exited the runway sir he said smooth ride
2240:44	USA1016	Thank you what are you showing the winds
2240:50	LCW	Usair ten sixteen the winds is is showing one zero zero at one nine
2240:53	USA1016	Ten sixteen
2240:56	LCW	Usair ten sixteen wind now one one zero at two one
2241		
2241:01	USA1016	Usair ten sixteen
2241:05	LCW	Wind shear alert northeast boundary wind one nine zero at one three
2241:14	CDL5211	Charlotte tower fifty two eleven with you joining up for the right side
2241:17	LCW	Carolina fifty two eleven charlotte tower runway one eight right cleared to land wind one zero zero at two zero wind shear alert northeast boundary wind one niner zero at one seven
2241:28	CDL5211	Appreciate that fifty two eleven

2241:30	LCW	Usair eight zero six you want to just sit tight for a minute sir
2241:34	USA806	Yes sir we would just like to sit tight
2241:36	LCW	Usair seven ninety seven company aircraft in front of you is going to sit and wait for a while sir do you want to go in front of him
2241:41	USA797	No sounds like a good plan we will didnt look like a whole lot there from the radar taxiing out so it shouldnt be uh shouldnt be too many minutes
2242 2242:13	USA1016	Usair ten sixteen is on the go
2242:16	LCW	Usair ten sixteen understand you on the go sir fly runway heading climb and maintain three thousand
2242:22	USA1016	Up to three thousand we're taking a right turn here
2242:25	LCW	Usair ten sixteen understand youre turning right
2242:41	USA332	Usair three thirty two with you one eight right
2242:43	LCW	Usair three thirty two charlotte tower roger
2242:48	CDL5175	Tower carolina fifty one seventy five i l s one eight right
2242:51	LCW	Carolina fifty one seventy five roger

2242:54	LCW	Usair ten sixteen when you have time tell me your heading
2243 2243:04	CDL5211	Whats your wind now for fifty two eleven
2243:06	LCW	Wind is zero niner zero at one eight northeast boundary wind one eight zero at one six
2243:12	LCW	Usair ten sixteen charlotte tower
2243:15	UNKNOWN	Uh
2243:18	LCW	Usair ten all other aircraft standby all aircraft standby usair ten sixteen only charlotte tower
2243:44	LCW	Usair ten sixteen charlotte tower
2243:49	LCW	Carolina fifty two
2243:58	LCW	Usair ten sixteen tower
2244 2244:02	LCW	Carolina fifty two eleven go around fly runway heading
2244:05	CDL5211	Yes sir we're going around right now
2244:16	LCW	Carolina fifty two eleven fly runway heading climb and maintain four thousand
2244:21	CDL5211	Yes sir up to four thousand fifty two eleven

2244:25	LCW	Carolina fifty two eleven did you see anything sir
2244:32	LCW	Carolina fifty two eleven fly runway heading
2244:37	LCW	Carolina fifty two eleven charlotte
2244:40	CDL5211	Yes sir fifty two eleven
2244:42	LCW	Yes sir fly runway heading climb and maintain three thousand
2244:45	CDL5211	Yes sir up to three thousand weve answered you every time
2244:54	USA332	Is three thirty two cleared to land sir
2244:56	LCW	Usair three thirty two you are cleared to land
2244:58	USA332	All right
2245 2245:12	LCW	Carolina fifty two eleven turn right heading two seven zero
2245:14	CDL5211	Two seventy fifty two eleven
2245:27	LCW	Usair three thirty two go around cancel your landing clearance fly runway heading climb and maintain three thousand
2245:34	USA332	Usair three thirty two

2246
2246:01 USA332 Uh what was the reason for the go around for three thirty two

2246:04 LCW Usair three thirty two uh i can't explain at this time sir

2246:18 CDL5211 Carolina fifty two eleven to departure

2246:20 LCW Carolina fifty two eleven contact approach on one three four point seven five

2246:24 CDL5211 Thirty four seventy five fifty two eleven

2246:26 LCW Departure west

2246:28 DRW Departure west

2246:29 LCW Usair three thirty two is runway heading climbing to three im going to switch him

2246:32 LCW Usair three thirty two maintain three thousand fly heading one eight zero contact approach on one two zero point five

2246:42 USA332 Twenty point five three thousand so long

2246:45 LCW Carolina fifty one seventy five cancel your landing clearance fly runway heading climb and maintain three thousand

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2246:52

CDL5175

Ok runway heading three thousand carolina fifty
one seventy five

2247

END OF TRANSCRIPT



U.S. Department
of Transportation
Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Transcription concerning
the accident involving USA1016 Douglas
DC9 on July 2, 1994 at 2242 UTC

Date: July 5, 1994

From: Charlotte ATCT

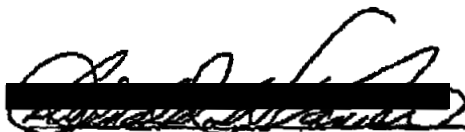
Reply to
App. of:

To: This transcription covers the Charlotte ATCT Final Radar West position for the time period from July 2, 1994, 2230 UTC to July 2, 1994, 2244 UTC.

Agencies Making Transmissions
Charlotte ATCT Final Radar West
Charlotte ATCT Final Radar East
USAir Flight 1016
Carolina Flight 5211
USAir Flight 332
Carolina Flight 5175

Abbreviations
ERW
FRE
USA1016
CDL5211
USA332
CDL5175

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving USA1016:



Reginald W. Lerner
Quality Assurance Specialist
July 5, 1994

2230

2231

2232

2232:15

FRE

Arrival six seventy seven to the right and you are in intervals (unintelligible) b w

2233

2234

2235

2235:16

USA1016

Usair ten sixteen ten for six

2235:18

ERW

Usair ten sixteen charlotte approach maintain four thousand runway one eight right

2235:21	USA1016	Four thousand for the right side
2235:49	FRW	Usair ten sixteen turn ten degrees right descend and maintain two thousand three hundred vectors visual approach to one eight right
2235:55	USA1016	Ten right down to twenty three hundred usair ten sixteen
2236 2236:04	CDL5211	Carolina fifty two eleven four thousand
2236:06	FRW	Carolina fifty two eleven charlotte approach four thousand runway one eight right
2236:08	CDL5211	Roger
2236:55	FRW	Tell you what usair ten sixteen they got some rain just south of the field might be a little bit coming off north just expect the i l s now amend your altitude maintain three thousand
2237 2237:05	USA1016	Okay we will maintain three and we are coming right down usair ten sixteen
2237:09	FRW	Roger i'll turn your base as soon as i get you outside the marker
2237:11	USA1016	Roger
2237:40	FRW	Usair ten sixteen turn right heading zero niner zero
2237:44	USA1016	Zero niner zero us ten sixteen

2238
2238:06 USA332 Hey charlotte usair three thirty two we are leveling at seven

2238:08 FRW Carolina fifty two eleven turn left heading zero niner zero

2238:11 CDL5211 Zero niner zero fifty two eleven

2238:14 CDL5175 Approach carolina fifty one seventy five with you six thousand

2238:17 FRW Usair three thirty two runway one eight right

2238:19 USA332 Thank you

2238:20 FRW Carolina fifty one seventy five one eight right

2238:24 FRW Usair ten sixteen turn right heading one seven zero four from sophie correction yeah four from sophie cross sophie at or above three thousand cleared i l s one eight right approach

2238:31 USA1016 Cross at or above three cleared right side usair ten sixteen

2238:36 FRW Usair three thirty two descend and maintain four thousand

2238:40 USA332 Four thousand usair three thirty two

2239

2239:01 FRW Carolina fifty two eleven descend and maintain three thousand

2239:04 CDL5211 Three thousand fifty two eleven

2239:22 FRW Usair ten sixteen contact tower one two six point four

2239:25 USA1016 Twenty six four ten sixteen good day

2239:27 FRW So long

2239:29 FRW Usair three thirty two descend and maintain three thousand six hundred

2239:31 USA332 Thirty six hundred three thirty two

2239:35 FRW Carolina fifty one seventy five descend and maintain four thousand

2239:38 CDL5175 Four thousand carolina fifty one seventy five

2239:42 FRW Usair three thirty two leaving five thousand reduce speed to one seven zero

2239:46 USA332 One seventy three thirty two

2240

2240:01 FRW Attention all aircraft tower visibility one mile altimeter three zero zero one

2240:05	FRW	Carolina fifty one seventy five turn right heading one two zero
2240:08	CDL5175	One two zero carolina fifty one seventy five
2240:11	FRW	Usair three thirty two descend and maintain three thousand
2240:14	USA332	Three thousand three thirty two
2240:35	FRW	Carolina fifty two eleven turn right heading one five five three from sophie cross sophie at or above three thousand cleared i l s one eight right approach speed not less than one seven zero knots until sophie
2240:43	CDL5211	Keep speed up sophie at three thousand one fifty five on the heading cleared for the approach fifty two eleven
2240:58	FRW	Carolina fifty one seventy five reduce speed to one seven zero
2241		
2241:01	CDL5175	One seven zero carolina fifty one seventy five
2241:06	FRW	Carolina fifty two eleven contact the tower one two six point four
2241:09	CDL5211	Twenty six four fifty two eleven good day
2241:11	FRW	Good day

2241:15 FRW Usair three thirty two turn right heading one five five five and a half from sophie cross sophie at or above three thousand cleared i l s one eight right approach speed one seven zero till sophie

2241:23 USA332 One fifty five and three one seventy till sophie cleared for the approach usair three thirty two

2241:27 FRW Carolina fifty one seventy five four from tomme heading one five zero cross tomme at or above four thousand cleared i l s one eight right approach

2241:33 CDL5175 Cleared i l s one eight right approach carolina fifty one seventy five

2242
2242:02 FRW Attention all aircraft wind shear alert all quadrants (unintelligible) surface winds at this time are one one zero at two one

2242:09 FRW Usair three thirty two contact tower one two six point four

2242:14 USA332 Three thirty two so long

2242:15 FRW So long

2242:17 FRW Carolina fifty one seventy five speed one seventy till sophie contact the tower one two six point four

2242:21 CDL5175 Going to tower fifty one seventy five
2243
2244

END OF TRANSCRIPT



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

Memorandum

Subject: **INFORMATION:** Transcription concerning
the accident involving USA1016 Douglas
DC9 on July 2, 1994 at 2242 UTC

Date: **July 5, 1994**

From: **Charlotte ATCT**

Reply to
Attn. of:

To: **This transcription covers the Charlotte ATCT Arrival Radar West position for the time period from July 2, 1994, 2222 UTC to July 2, 1994, 2240 UTC.**

Agencies Making Transmissions
Charlotte ATCT, Arrival Radar West
USAir Flight 1016
Carolina Flight 5175
USAir Flight 332
Carolina Flight 5233
USAir Flight 922

Abbreviations
ARW
USA1016
CDL5175
USA332
CDL5233
USA922

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving USA1016:



Reginald W. Lanier
Quality Assurance Specialist
July 5, 1994

2222
2223
2224
2225
2226
2227

2227:06

USA1016

Usair ten sixteen twelve thousand yankee

2227:08

ARW

Usair ten sixteen charlotte approach expect
runway one eight right

2227:12	USA1016	Eighteen right
2228 2228:12	ARW	Usair ten sixteen descend and maintain one zero thousand
2228:16	USA1016	One zero thousand u s ten sixteen
2228:20	ARW	Normal speeds fine right now ten sixteen
2228:22 2229 2230 2230:04	USA1016	Ten sixteen Charlotte u s ten sixteen
2230:07	ARW	Usair ten sixteen go ahead
2230:09	USA1016	We're gonna swing just uh a five uh degrees to the right here just for about uh a quarter half mile
2230:20	ARW	Thats fine
2231 2231:26	ARW	And usair ten sixteen lets start reducing now if you would please
2231:31	USA1016	Usair ten sixteen
2232 2232:26	CDL5175	Charlotte approach carolina fifty one seventy five nine thousand information yankee

2232:40	USA332	Afternoon charlotte usair three thirty two eleven thousand and yankee
2232:43	ARW	Usair three thirty two charlotte approach expect runway one eight right
2232:45	USA332	Three thirty two roger
2232:49	USA332	And do you need the two fifty at uh shine for three thirty two
2232:51	ARW	Im gonna let you slip by a jet well lets see uh yeah start right now three thirty two
2232:53	USA332	All right we'll slow down
2233:00	ARW	Carolina fifty one uh seventy five two ten on your speed please
2233:04	CDL5175	Two ten fifty one seventy five
2233:10	USA1016	Uh approach u s ten sixteen
2233:13	ARW	Ten sixteen go ahead
2233:15	USA1016	We're showing uh little build up here it uh looks like its sitting on the radial we'd like to go about five degrees to the left to the to the ---
2233:21	ARW	How far how far ahead are you looking ten sixteen

2233:25	USA1016	About fifteen miles
2233:27	ARW	Im going to turn you before you get there im going to turn you at about five miles northbound
2233:29	USA1016	Ok
2233:42	ARW	Carolina fifty one seventy five fly heading of one one zero descend and maintain seven thousand
2233:47	CDL5175	One one zero seven thousand fifty one seventy five
2233:57	ARW	Usair ten sixteen turn left heading three six zero
2234 2234:01	USA1016	Ok left to three sixty u s uh ten sixteen
2234:17	ARW	Carolina fifty one seventy five uh turn uh left heading zero niner zero and i'll turn you right back in ive got a seven two seven just off your right rear and im going to let it go by you
2234:25	CDL5175	Zero nine zero carolina fifty one seventy five
2234:41	ARW	Usair three thirty two descend and maintain niner thousand
2234:45	USA332	Niner thousand usair three thirty two
2234:47	ARW	Fifty one seventy five expedite through eight i see youre out of eighty five now thank you

2234:57	ARW	Usair ten sixteen descend and maintain six thousand
2235:00	USA1016	Out of ten for six u s ten sixteen
2235:04	ARW	Usair ten sixteen contact approach one one niner zero
2235:06	USA1016	Nineteen zero u s ten sixteen good day
2235:16	ARW	Carolina fifty one seventy five descend and maintain six thousand
2235:20	CDL5175	Six thousand carolina fifty one seventy five
2235:22	ARW	Usair three thirty two continue descent maintain seven thousand
2235:25	USA332	Seven thousand three thirty two
2235:30	ARW	Carolina fifty one seventy five turn right heading one one zero
2235:34	CDL5175	One one zero carolina fifty one seventy five
2235:46	ARW	Usair seven seventy two fly heading one one zero
2235:52	ARW	Usair three thirty two fly heading one one zero

2235:54	USA332	One ten usair three thirty two
2236 2236:20	ARW	Usair three thirty two reduce speed to two one zero
2236:27	ARW	Usair three three two reduce speed to two one zero
2236:30	USA332	Two ten three thirty two sorry
2236:31	ARW	Ok
2237 2237:08	ARW	Carolina fifty one seventy five uh turn left heading one zero zero
2237:12	CDL5175	One zero zero fifty one seventy five
2237:30	ARW	Usair three thirty two contact approach one one niner point zero
2237:37	CDL5233	Information yankee
2237:38	ARW	Three three two uh we're cut out approach one one niner zero
2237:42	USA332	Three thirty two good day
2237:49	CDL5233	Charlotte carolina fifty two thirty three is out of nine for seven thousand information yankee

2237:52	ARW	Carolina fifty two thirty three charlotte approach expect runway one eight right
2237:56	CDL5233	Fifty two thirty three wilco
2237:59	ARW	Carolina fifty one seventy five contact approach one one niner point zero
2238 2238:02	CDL5175	Nineteen nothing fifty one seventy five
2238:25	ARW	And there is rain on the airport at this time now fifty two thirty three expect the i l s eighteen right
2238:31	CDL5233	Fifty two thirty three wilco
2239 2239:36	USA922	Approach usair nine twenty two is with you nine thousand
2239:38	ARW	Usair nine twenty two charlotte approach speed two hundred and ten knots expect runway one eight right turn ten degrees left
2239:44	USA922	Ok we're in a ten degree left turn will slow to two ten usair nine twenty two
2240		END OF TRANSCRIPT



U.S. Department
of Transportation
Federal Aviation
Administration

Memorandum

Subject: INFORMATION: Transcription concerning
the accident involving USA1016 Douglas DC9
on July 2, 1994 at 2242 UTC

Date: July 5, 1994

From: Charlotte ATCT

Reply to
Attn. of:

To: This transcription covers the Charlotte ATCT Cab Supervisor position for the time period
from July 2, 1994, 2228 UTC to July 2, 1994, 2247 UTC.

Agencies Making Transmission

Charlotte ATCT, Cab Supervisor
Charlotte ATCT, Radar Coordinator Arrival
Charlotte ATCT, Radar Coordinator Departure
USAir Ramp Control

Abbreviations

SC
RCA
RCD
USARC

I hereby certify that the following is a true transcription of the recorded conversations
pertaining to the subject aircraft accident involving USA1016:



Reginald W. Lemier
Quality Assurance Specialist
July 5, 1994

2228

2229

2230

2231

2232

2232:37 RCA Sc

2232:39 SC Sc

2232:40 RCA Do you have some east departures (unintelligible)

2232:45 SC One just airborne and one just ready to go (unintelligible)

2233

2233:19 RCA Hey j k

2233:20 SC Yea

2233:23 RCA That cell to the southeast is it restricting our visibility anywhere

2233:24 SC It is yea but more like it just looks hazy almost over there but it is it is lower visibility that way yea

2233:29 RCA But converging will be no problem at all right now

2233:30 SC For now its still good

2234

2234:35 SC Rca

2234:36 RCA Rca

2234:37 SC We got rain on the south side of the airport over there in the cargo ramp it looks like its raining like hell but its still dry here but its raining over there

2234:42 RCA Ok heavy rain to the southeast than you k r

2234:44 SC On the south side of the airport yea

2234:45 RCA Ok

2235

2236

2232:49 RCA I tell you what lets go no further right (unintelligible)

2233
2233:19 RCA Hey j k

2233:20 SC Yea

2233:23 RCA That cell to the southeast is it restricting our visibility anywhere

2233:24 SC It is yea but more like it just looks hazy almost over there but it is it is lower visibility that way yea

2233:29 RCA But converging will be no problem at all right now

2233:30 SC For now its still good

2234
2234:35 SC Rca

2234:36 RCA Rca

2234:37 SC We got rain on the south side of the airport over there in the cargo ramp it looks like its raining like hell but its still dry here but its raining over there

2234:42 RCA Ok heavy rain to the southeast than you k r

2234:44 SC On the south side of the airport yea

2234:45 RCA Ok

2235

2236

2236:19 SC Rca sc

2236:20 RCA Rca

2236:21 SC We're probably going to go i m c here pretty quickly uh converging

2236:24 RCA Ok

2236:26 SC Looks like it will work for a while but might be ready to come out if you have to

2236:28 SC Ok we'll just go ahead and start setting up for staggers

2236:30 SC Ok

2237

2237:50 SC (Unintelligible) roger wilke jerry says he didnt do it all right sc

2237:55 RCA Fourteen sixty five the last one for two three is about thirteen out then i'll start running for parallels

2238

2238:02 SC Ok also tell craig i got the engine generators on and we're going to go i m c very quickly raining very hard

2238:06 RCA Ok

CLT-ATCT-93

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2238:40 SC Rca i dont think ninety three going to make it he
(unintelligible) the right side

2238:42 RCA Ok we'll start coming off then thank you much

2238:43 SC Ok

2238:47 USARC Can you tell me uh where the lightning striking at locally this
is (unintelligible) at usair im sorry

2238:50 SC It is striking locally

2238:52 USARC How close to the ground is it

2238:53 SC How close to the ground is it

2238:54 USARC To the airport

2238:56 SC Within a couple miles

2238:57 USARC Two miles

2238:58 SC Yea or closer

2238:59 USARC Ok thanks

2239:00 SC Cc cc

2239:01 RCA You think he is going to make it ninety three or not

2239:04	SC	Uh...he might make one eight right i i sort of doubt it though (unintelligible) i cant see him
2239:10	RCA	Well if he cant i want him due westbound do not turn northbound otherwise (unintelligible)
2239:15	SC	J k
2239:26	SC	Rca
2239:28	RCA	Rca
2239:30	SC	I got ninety three we do (unintelligible)
2239:33	RCA	Ok and fourteen sixty five we're pulling off so piedmont will be the last two three if he can make it
2239:36	SC	Ok
2239:37	RCA	K r
2239:58	SC	Tower vis is one mile
2239:59	RCA	Tower visibility is one mile
2240		
2240:43	RCA	Any lightning
2240:44	SC	Say again

2240:45	RCA	Any lightning
2240:46	SC	Uh...yea i havent seen any both guys working local say theyre seeing (unintelligible) i got the engine generators on
2241		
2241:02	RCA	And one other question
2241:04	SC	Go ahead
2241:05	RCA	Wheres your departures at left side right or both
2241:06	SC	I got two to right and two to left one on the left is just rolling now
2241:09	RC	Ok k r
2241:10	SC	Ok rca
2241:55	RCA	Go ahead
2241:56	SC	Got windshear alerts in multiple quadrants the one eight right departures are going to wait
2241:58	RCA	Ok k r
2242		
2242:46	SC	Red
2242:47	RCD	Red

2242:48 SC Usair ten sixteen is on the go on runway one eight right he took a heading on his own im not sure what it is

2242:53 RCD Which way is he turning can you tell

2242:55 SC We're talking to him hold on

2243
2243:01 SC Ten sixteen wont answer

2243:03 RCD All right c k

2244
2244:29 SC Rc

2244:34 RCD Cc

2244:42 SC Rc

2244:46 SC Rc

2244:51 SC Jk

2245
2245:12 RCD Cc

2245:16 SC Cc

2245:17 RCD Where is that go around at

2245:18	SC	Mark i dont i dont see him go around he wont answer us i dont know where he is
2245:21	RCD	C k
2245:29	SC	Rcd
2245:30	SC	Rcd
2245:34	SC	Whos on the override
2245:37	RCD	Rcd
2245:40	SC	Rca fifty two eleven is going westbound three twenty-two is going runway heading i cant let anybody land until i find out where this airplane is
2245:44	RCD	Ok o k
2246		
2246:15	SC	I got i got this smoke visual west of the tower
2246:18	RCD	Jim
2246:19	SC	Go ahead
2246:20	RCD	Have you call the fire and rescue yet
2246:21	SC	They are on their way i got smoke just to the west of runway one eight right in the trees over there

2246:26 RCD Ok the police department just called and said they had reports of an aircraft out there

2246:29 SC Ok weve got blaze

2246:32 RCD Im sorry i didnt mean to cut you out

2246:33 SC Its alright

2247

End of Transcript



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

Memorandum

Subject: ACTION: Transcription concerning
the accident involving USA1016 Douglas
DC9 on July 2, 1994 at 2242 UTC

Date: July 5, 1994

From: Charlotte ATCT

Reply to
Attn. of:

To: This transcription covers the Charlotte ATCT Ground Control East position for the time period from July 2, 1994, 2225 UTC to July 2, 1994, 2315 UTC.

Agencies Making Transmissions

Charlotte ATCT, Ground Control East
Charlotte ATCT, Ground Control West
Unknown
USAir Flight 812
USAir Flight 58
Piedmont Flight 3316
USAir Flight 808
USAir Flight 870
USAir Flight 2090
Carolina Flight 5164
USAir Flight 1053
USAir Flight 793
USAir Flight 1090
USAir Flight 806
USAir Flight 52
USAir Flight 797
USAir Flight 8926
USAir Flight 677
USAir Flight 1655
USAir Flight 983
Charlotte Fire Equipment Truck 5
Charlotte Fire Equipment Truck 7
Charlotte Fire Equipment Truck 30
TAYHAAS Flight 1485
USAir Flight 392
USAir Flight 282
Piedmont Flight 3308
USAir Flight 292
USAir Flight 1056
USAir Flight 845

Abbreviations

GCE
GCW
Unknown
USA812
USA58
PDT3316
USA808
USA870
USA2090
CDL5164
USA1053
USA793
USA1090
USA806
USA52
USA797
USA8926
USA677
USA1655
USA983
Blaze 5
Blaze 7
Blaze 30
AHS1485
USA392
USA282
PDT3308
USA292
USA1056
USA845

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving USA1016:


Reginald W. Lanier
Quality Assurance Specialist
July 5, 1994

2225:00	GCE	Eight twelve departure mike is current
2225:02	USA812	I'll get mike
2225:27	USA58	Hello there charlotte usair fifty eight spot seven with mike
2225:30	GCE	Usair fifty eight charlotte ground taxi to runway one eight left
2225:31	USA58	one eight left
2226		
2226:36	PDT3316	Charlotte approach thirty three sixteen spot eight
2226:40	GCE	Piedmont thirty three sixteen charlotte ground taxi to runway one eight left
2226:46	PDT3316	One eight left rog
2226:54	GCE	Eight twelve you got a problem

2227
2227:01 USA812 Ah tcas problem usair eight twelve

2227:05 GCE Im sorry i missed that eight twelve say again

2227:08 Unknown (Unintelligible)

2227:10 GCE Okay

2227:24 USA808 Ground u s eight oh eight spot seven taxi with lima

2227:30 GCE Usair eight oh eight charlotte ground departure mikes now current taxi to runway one eight left

2227:34 USA808 Eighteen left we'll get it eight oh eight

2228
2228:42 USA870 Ground usair eight seventy spot seven with uh mike

2228:45 GCE Usair eight seventy charlotte ground taxi to runway one eight left

2228:48 USA870 One eight left Usair eight seventy

2229
2229:52 USA2090 Ground usair twenty ninety spot seven with mike

2229:56 GCE Usair twenty ninety charlotte ground taxi to runway one eight left

2229:59 USA2090 Twenty ninety roger

2230
2230:32 CDL5164 Hey ground carolina fifty one sixty four spot eight

2230:36 GCE Carolina fifty one sixty four charlotte ground follow the boeing seven thirty seven off your right front taxi to runway one eight left

2230:41 CDL5164 Follow the boeing taxi to runway one eight left carolina fifty one sixty four

2231
2231:53 USA1053 Ground usair ten fifty three is uh clear of charlie thirteen

2231:57 GCE Usair ten fifty three charlotte ground taxi via mike and uh hold short of bravo

2232
2232:01 USA1053 Mike short of bravo ten fifty three

2232:29 GCE Usair ten sixty three turn right on bravo then contact ramp control

2232:33 USA1053 Right on bravo then ramp usair ten fifty three

2233
2233:26 GCW Ground east ground west no traffic

2233:30 GCE Position relief briefing accepted page one two and the position

2234
2234:13 USA793 Usair seven ninety three at spot two with mike

2234:19 USA1090 Usair ten ninety at spot seven taxi with mike

2234:24 GCE Usair ten ninety charlotte ground taxi to runway one eight left spot two taxi to runway one eight right i missed your number

2234:27 USA793 Usair seven ninety three

2234:30 GCE Seven ninety three thank you sir taxi to one eight right

2234:32 USA793 Seven ninety three

2235
2235:38 USA806 Ground u—ground usair eight oh six spot two with uh mike

2235:46 GCE Usair eight oh two charlotte ground taxi to runway one eight right

2235:49 USA806 (Unintelligible) its eight oh six spot two thanks

2235:53 GCE Eight oh six thank you

2236
2236:04 USA52 Ground usair fifty two approaching spot seven with mike taxi

2236:08 GCE Usair fifty two charlotte ground taxi to runway one eight left

2236:11 USA52 One eight left usair fifty two

2236:14 USA797 Coming up on spot two is usair seven ninety seven taxi

2236:16 GCE Usair seven ninety seven charlotte ground verify departure information mike taxi to runway one eight right

2236:23 USA797 Roger mike one eight right ah yes roger that

2236:32 USA8926 Charlotte usair eighty nine twenty six ah spot seven taxi please with information ah mike

2236:38 GCE Usair eighty nine twenty six charlotte ground taxi to runway one eight left

2236:42 USA8926 Taxi to one eight left usair uh eighty nine twenty six

2237
2237:05 USA677 Ground usair six seventy seven is ah clear and going to the gate we dont know which one yet

2237:13 GCE Usair six seventy seven turn left on echo and right on bravo on bravo contact ramp control

2237:17 USA677 Right on bravo and over the ramp

2238
2239
2240
2240:21 USA1655 Ground usair sixteen fifty five

2240:24 GCE Usair sixteen fifty five ground

2240:26 USA1655 Have you brought the airport to a halt for the thunderstorm

2240:29 GCE No ah were still running aircraft prevailing visibility now ah well tower visibility is one mile and were just starting to show some uh low level wind shear alerts wind one zero zero at one nine gusts two one

2240:43 USA1655 Okay

2240:59 USA983 Ground, usair nine eighty three were clear of one eight right to charlie eleven

2241
2241:04 GCE Usair nine eighty three what taxiway did you exit off eighteen right

2241:09 USA983 Oh lets see were on the reverse high speed echo

2241:13 USA983 We're just uh just coming on bravo now

2241:15 GCE Three ninety three taxi via bravo on bravo contact ramp control

2241:18 USA983 Nine eighty three

2242
2242:25 Unknown Still got a thousand feet or so your clear

2243

2244

2244:20 AHS1485 Ground tayhass one four eight five approaching spot two

2244:36 AHS1485 Tayhass one four eight five

2244:39 GCE Calling ground stand by its going to be a minute or two

2245

2245:15 Blaze 5 Charlotte ground blaze five

2245:21 GCE Blaze two i'll be right back with you in just one second sir

2245:30 GCE Blaze five cross runway one eight left are you going to proceed out to the uh west of the airport sir

2245:37 Blaze 5 We have a little problem with our pa system when that alarm came in can you come back with the information all we have is that you lost an aircraft and west of the airport

2245:48 GCE Blaze five if you will just proceed across runway one eight left proceed southwest bound on taxiway alpha and uh proceed out toward the approach end of runway five i'll have further information for you

2246:00 Blaze 5 Blaze five

2246:02 GCE All aircraft on ground frequency stand by its going to be several minutes before anybody moves

2246:09 Blaze five we have a large area of smoke visible from the tower now it appears to be approximately a quarter mile uh north of the old hangar that the cc air is using uh for their hangar maintenance it appears that you probably have to exit the airport property come around the north side of the airport go by the fuel tanks and down highway one sixty it looks like its in the vicinity of highway one sixty

2246:35 GCE Blaze five and equipment did you copy

2246:37 Blaze 5 Blaze five copies

2246:44 GCE Blaze five continue all the way across runway five two three anyway you can get to that site sir you let me know what we can do to help you a dc nine with souls on board is known at this time

2247:00 Blaze 5 Blaze five is uh crossing two three at alpha three

2247:15 GCE Blaze five can you see the area of smoke uh from your position now

2247:19 Blaze 5 Blaze five has the smoke

2247:20 GCE Blaze five roger uh you can cross all active runways and all taxiways and uh any way you need to get there sir

2247:30 Blaze 5 Blaze five is proceeding to gate thirty six we're going to exit airport property and uh head over to that one sixty i believe you said

2247:39 GCE Blaze five roger thank you

2247:49 Blaze All blaze equipment is clear of five two three

2247:51 GCE Blaze equipment roger thank you

2248
2248:12 GCE Blaze five and equipment there is a total of five zero five
zero souls plus five crew total fifty five

2248:35 GCE Blaze five and equipment did you copy

2248:39 Blaze 5 Blaze five five souls

2248:41 GCE Fifty--- five zero passengers five crew members total five
five total souls on board five five

2248:58 Unknown Did somebody go down

2249:00 GCE I dont have any information for you blaze equipment any
chance you can just take that first truck and just go right
through that gate

2249:28 Blaze Charlotte did i copy you want to just knock the gate down

2249:30 GCE Yes if thats what it takes yes sir i want some fire equipment
out there now and if takes driving a fire truck through the
gate do it

2249:47 GCE Blaze five do you need any assistance as far as coordination
with medic or have you already taken care of that

2250

2250:17 Blaze 7 Blaze seven to blaze two

2250:24 Blaze 7 Blaze seven to blaze two

2250:29 Blaze 7 Back up blaze two i going to go ahead and go through this gate blaze four go ahead and take it down we are we cant we cant get the card to activate i dont know if its wet or what the problem is but uh we're having problems its not opening

2250:59 GCE Any airport vehicle on the frequency agent sixty four agent sixty nine

2251

2251:56 GCE Gentlemen on ground certainly appreciate your patience uh—as you can tell there has been some minor problems and uh we're not accepting any departures at this time at all i have no further information when we're going to have departures released so if you will just sit there and maintain radio silence we'll call you when we need to talk to you and thank you for your help

2252

2253

2253:34 GCE Position relief for uh ground east and west combined blaze five is the lead vehicle that i last had communication with they have exited the airport property and i observed them leave i told everybody on the frequency to standby that we had problem that i didnt need to talk to them that it would be indefinite hold thats all i have

2253:52 Blaze 5 Charlotte ground blaze five

2253:55 GCE Page two and the position j b

2253:57 GCE Blaze five charlotte ground

2253:58 Blaze 5 Just going to report our equipment is on the scene right now

2254
2254:04 GCE Blaze five roger

2254:33 GCE Blaze five ground

2254:40 GCE Blaze five charlotte ground

2254:50 USA1655 Ground usair sixteen fifty five

2254:52 GCE Usair sixteen fifty five ground

2254:54 USA1655 What is the airfield status right now

2254:57 GCE Uh---just everybody is held at their position for right now
and i'll be back with you as soon as i can find out
something

2255
2255:02 USA1655 Ok

2256
2257
2257:03 GCE Tayhass fourteen eighty five uh charlotte ground

2257:07 AHS1485 Go ahead there ground one forty five

2257:08 GCE Roger are you number one at spot two

2257:11 AHS1485 Affirm

2257:12 GCE Roger you might want to shut down your engines and just uh monitor the frequencies if able uh i dont know how long the delay is going to be its going to be a while it looks like

2257:21 AHS1485 Uh do you think it would be wise to go back to the gate

2257:25 GCE Uh i dont think it will be that long but uh i'll have (unintelligible) update on time they are going to have to inspect the runway before we can do anything and then uh and we'll make a decision after that

2257:38 AHS1485 Ok no problem standing by and we shut the right engine down

2257:45 GCE Blaze five ground

2258
2258:04 USA392 Ground three ninety two usair three ninety two

2258:06 GCE Usair three ninety two ground

2258:08 USA392 At spot two and uh we shut the engines down i guess we'll just sit it out here

2258:13 GCE Usair three ninety two roger just uh monitor the frequency as soon as uh i get an update i'll let you know

2258:22 USA392 Roger thank you

2258:24 GCE Usair two eighty two ground

2258:26 USA282 Usair two eighty two roger uh we're going to hold over here by spot eight if thats all right

2258:30 GCE Roger sir and uh if you want to shut your engines down and just monitor the frequency you can do that i dont know how long delays its going to be its indefinite

2258:32 USA282 Roger

2300
2300:10 Blaze 5 Charlotte ground blaze five

2300:12 GCE Blaze five charlotte ground

2300:13 Blaze 5 Just report most of the fire seems to be knocked down right now and uh we're going to start going through the debris

2300:21 GCE Blaze five roger there is any army helicopter in the area and he can provide assistance if you need it

2300:28 Blaze 5 Roger an army helicopter can provide assistance uh i'll see if i can get medic or somebody maybe to setup uh a landing zone if we need it

2300:37 GCE Blaze five roger just keep me advised

2300:40 Blaze 5 Blaze five im going to be off the air for just a minute

2300:42 GCE Blaze five roger

2301
2301:15 PDT3308 Charlotte ground piedmont thirty three oh eight

2301:17 GCE Piedmont thirty three zero eight charlotte ground

2301:20 PDT3308 Yea we just heard over the company frequency there is an accident on airport is that correct is it closed or open

2301:27 GCE Uh—piedmont thirty three zero eight affirmative and ah we just shut down indefinitely for now

2301:34 PDT3308 Ok can you say what happened or not

2301:36 GCE I dont want to talk about it on the air ah it would be total speculation i dont know

2301:41 PDT3308 All right so long

2301:42 GCE Roger

2302
2303
2304
2304:40 GCE Tayhass fourteen eighty five uh you can crank them up and we're going to depart to the north uh taxi to runway three six left hold short of five on echo

2304:50 AHS1485 Uh roger which runway are you going to give us for departure

2304:54 GCE Three six left

2304:56 AHS1485 Roger

2304:58 GCE Tayhass fourteen eighty five turn left on echo hold short of runway five

2305
2305:02 AHS1485 Ok we'll hold short of runway five tayhass one four eight five

2305:06 GCE Usair three ninety two and uh did you copy that you can uh when the seven thirty seven leaves taxi out echo hold short of five expect three six left

2305:17 USA282 Ground usair two eighty two we're at spot eight

2305:21 GCE Usair two eighty two roger stand by

2305:22 GCE Usair three ninety two did you copy that

2305:24 USA392 Affirmative three ninety two we copy

2305:27 GCE Usair two eighty eight uh roger go to spot eight turn right on charlie hold short of runway five two three on charlie expect three six right

2305:36 Unknown And who was that for

2305:37 GCE Usair two eight two

2305:39 USA282 Ok roger we'll start our engines right now

2305:53 Unknown Is uh ground is the airfield open again

2305:55 GCE I dont know that it ever officially closed uh we just stopped departures and arrivals

2306
2306:01 Unknown They are departing and arriving now

2306:03 GCE Well we're looking at it uh i think there getting ready to start arrivals everything was holding up to the north and they are moving to the south

2306:09 Unknown All right

2306:15 Unknown You got a phone number available we could give you a call on

2306:18 GCE Three five nine zero two four eight

2306:24 GCE It thats busy uh--- are you in the aircraft

2306:47 USA1056 And ground usair ten fifty six over at bravo two uh did you mention a few minutes ago that they are about ready to start releasing uh departures

2306:54 GCE We are taxiing sir it might be a few more minutes before we start departing but uh they are starting to arrive again

2307

2307:02	Unknown	Ok
2307:12	USA392	Usair three ninety two is ready to taxi in sequence
2307:15	GCE	Usair three ninety two roger tayhass fourteen eighty five have you got them running
2307:19	AHS1485	We're just finishing up here we'll be ready in one minute
2307:23	GCE	Usair three ninety two when the uh seven thirty seven ahead moves hold short of five on echo
2307:30	USA392	Could you repeat that please usair three ninety two
2307:32	GCE	Roger when the seven thirty seven ahead moves uh follow him hold short of five on echo expect three six left
2307:40	USA392	Ok we'll follow the seven thirty seven hold short of five at echo we'll expect three six left
2307:44	Blaze 30	Charlotte ground blaze thirty
2307:46	GCE	Blaze thirty charlotte ground
2307:48	Blaze 30	Blaze confirmation of souls on board please
2307:52	GCE	I dont know that we have that information stand by
2307:56	Blaze 30	Repeat please

2307:58 GCE We dont have---hold on just a second

2307:59 Blaze 30 Roger

2308
2308:01 GCE All right blaze five theres fifty passengers plus five crew

2308:09 GCE Blaze thirty ground

2308:14 GCE Blaze thirty gound

2308:31 GCE Blaze thirty ground

2308:42 GCE Usair two eighty two cross runway five taxi to runway three six right

2308:46 USA282 Cross five to down to three six right usair two eighty two

2308:51 GCE Blaze five or blaze thirty ground

2309
2309:24 GCE Tayhass fourteen eighty five cross runway five on echo taxi to runway three six left

2309:29 AHS1485 We we cross five on echo cross to three six left tayhass fourteen eighty five

2309:35 GCE Usair two ninety two cross runway five taxi to runway three six left

2309:40 USA292 Usair two ninety two cross runway five do you have an estimated time of departure for us sir

2309:46 GCE They are starting to depart now and uh—should be should be within the next ten minutes

2309:52 USA292 Two ninety two thank you

2310
2310:28 GCE Blaze thirty ground

2310:35 GCE Blaze five charlotte ground

2311
2311:24 USA845 Do you have time for a status check on the airport

2311:28 GCE Who is asking that

2311:30 USA845 Usair eight forty five we're still at the gate

2311:34 GCE Usair eight forty five we're starting to depart and arrive uh--and uh—should be in about the next well we're just starting to move about ten minutes for departure they are arriving at this time

2311:44 USA845 Thank you sir

2311:46 GCE Your welcome

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2312

2313

2313:55 GCE

Blaze five or blaze three charlotte ground

2314

2315

End of Transcript



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

Memorandum

Subject: **ACTION: Transcription concerning
the accident involving USA1016 Douglas
DC9 on July 2, 1994 at 2242 UTC**

Date: **July 5, 1994**

From: **Charlotte ATCT**

Reply to
Attn. of:

To: **This transcription covers the Charlotte ATCT Local Control East position for the time
period from July 2, 1994, 2225 UTC to July 2, 1994, 2245 UTC.**


Agencies Making Transmissions

Charlotte ATCT, Local Control East
Charlotte ATCT, Satellite Radar East
Unknown
Charlotte ATCT, Radar Coordinator Departure
USAir Flight 825
Gates LearJet ØMS
USAir Flight 829
USAir Flight 1087
Piedmont Flight 3316
USAir Flight 812
Piedmont Flight 3210
USAir Flight 58
Carolina Flight 5164
USAir Flight 808
USAflight 870
USAir Flight 2090
USAir Flight 1090
Piedmont Flight 3211
USAir Flight 52
USAir Fight 8926

Abbreviations

LCE
SRE
Unknown
RCD
USA825
LRØMS
USA829
USA1087
PDT3316
USA812
PDT3210
USA58
CDL5164
USA808
USA870
USA2090
USA1090
PDT3211
USA52
USA8926

I hereby certify that the following is a true transcription of the recorded conversations
pertaining to the subject aircraft accident involving USA1016:


Reginald W. Lanier
Quality Assurance Specialist
July 5, 1994

2225:00	LCE	Usair eight twenty five one eight left cleared for takeoff
2225:02	USA825	Cleared for takeoff eight twenty five
2225:13	LCE	Usair eight twenty nine one eight left taxi into position and hold
2225:16	USA829	Into position and hold usair eight twenty nine
2225:34	LCE	Lear zero mike sierra check the transponder on squawk five two four four
2225:38	LRØMS	Yea you got to turn it on
2225:42	LCE	Lear zero mike sierra show you leaving two thousand turn right heading two zero zero and contact departure
2225:47	LRØMS	Zero mike sierra to departure so long
2225:49	Unknown	W--(unintelligible)
2225:50	Unknown	W
2226		
2226:04	LCE	Three twenty nine runway one eight left cleared for takeoff
2226:08	USA829	Cleared for takeoff usair eight twenty nine
2226:10	LCE	Eight twenty five contact departure

2226:12 USA825 Eight twenty five good day

2226:19 LCE Usair ten eighty seven charlotte tower runway one eight left taxi into position and hold

2226:30 LCE Usair ten eighty seven charlotte tower you ready

2226:36 LCE Usair one zero eight seven charlotte tower

2227
2227:04 USA1087 Usair ten eighty seven is holding short with you

2227:06 LCE Usair ten eighty seven charlotte tower roger been trying to get you runway one eight left cleared for takeoff

2227:10 USA1087 Cleared for takeoff usair ten eighty seven

2227:12 LCE Usair eight twenty nine contact departure

2227:14 USA829 Bye

2228
2228:06 LCE Piedmont thirty three sixteen just hold short itll be a minute or so for wake turbulence

2228:11 PDT3316 Roger hold short piedmont thirty three sixteen

2228:47 LCE Usair ten eighty seven contact departure

2228:50 USA1087 Ten eighty seven so long

2229

2229:13 LCE Piedmont thirty three sixteen caution wake turbulence the seven fifty seven just departed runway one eight left cleared for takeoff turn left heading one five zero

2229:20 PDT3316 Due to caution left to one five zero cleared for takeoff piedmont thirty three sixteen

2229:31 LCE Usair eight twelve charlotte tower one eight left taxi into position and hold

2229:34 USA812 Position and hold usair eight twelve

2229:52 PDT3210 Hey charlotte tower piedmont thirty two ten is uh inside lecar

2229:57 LCE Piedmont thirty two ten charlotte tower runway two three cleared to land number one wind one six zero at one two

2230

2230:03 PDT3210 Ok cleared to land two three piedmont thirty two ten

2230:11 LCE Usair eight twelve runway one eight left cleared for takeoff

2230:13 SRE Local east

2230:14 USA812 Cleared for takeoff

2230:15 LCE Local east

2230:16 SRE Guard five nine seven two seven is jumping now three thousand feet with two parachute jumpers

2230:21 LCE I dont see anything hes eight miles southeast

2230:22 Affirmative

22230:23 LCE He'll be no factor

2230:24 Limer julliet

2230:25 LCE M h

2230:26 LCE Piedmont thirty three sixteen heading one five zero contact departure

2230:31 PDT3316 Thirty three sixteen see you

2230:33 LCE Usair fifty eight charlotte tower runway one eight left taxi into position and hold

2230:35 USA58 All right position and hold one eight left usair fifty eight

2231
2231:16 LCE Usair eight twelve contact departure

2231:18 USA812 Eight twelve

2231:33 LCE Carolina fifty one sixty four charlotte tower turn right on charlie eight please hold short

2231:37 CDL5164 To the end charlie eight and hold short carolina fifty one sixty four

2231:49 LCE Usair fifty eight runway one eight left cleared for takeoff

2231:52 USA58 Cleared to go one eight left usair fifty eight

2232
2232:01 LCE Piedmont thirty two ten turn right at bravo right at mike and then contact ramp control

2232:05 PDT3210 We'll do that thank you

2232:07 LCE Carolina fifty one sixty four charlotte tower runway one eight left taxi into position hold caution wake turbulence

2232:11 CDL5164 Position and hold carolina fifty one sixty four

2232:32 LCE Carolina fifty one sixty four turn left heading one five zero runway one eight left cleared for takeoff

2232:36 CDL5164 One five zero and cleared for takeoff carolina fifty one sixty four

2232:40 LCE Usair eight zero eight charlotte tower runway one eight left taxi into position and hold

2232:43 USA808 Position and hold eight oh eight

2232:45 LCE Usair fifty eight contact departure

2232:48 USA58 Usair fifty eight good day

2233

2233:10 LCE Carolina fifty one sixty four heading one five zero contact departure

2233:13 CDL5164 One fifty to departure fifty one sixty four so long

2233:21 LCE Usair eight zero eight runway one eight left cleared for takeoff

2233:24 USA808 Cleared to go usair eight oh eight

2233:31 LCE Usair eight seventy charlotte tower runway one eight left taxi into position and hold

2233:34 USA870 Hold usair eight seventy

2234

2234:31 Unknown Hows the weather on the airport there

2234:34 LCE Getting rain (unintelligible) mid field in sight

2234:36 Unknown Say again

2234:38 LCE Rain on south part of the airport

2234:41 LCE Usair eight seventy runway one eight left cleared for takeoff

2234:44 USA870 Usair eight seventy on the roll one eight left

2234:48 LCE Eight zero eight contact departure

2234:50 USA808 We're switching

2234:53 LCE Usair twenty ninety charlotte tower runway one eight left taxi into position and hold

2234:56 USA2090 Position and hold usair twenty ninety

2235
2235:42 LCE Rod

2235:43 RCD Rod

2235:44 LCE This is local east i see a lot of lightning to the east southeast or south southeast rather you still want me to keep launching these meril seven miles apart are they deviating it looks like that one guy went to the right

2235:56 RCD Yes they are doing ok though i keep doing what your doing

2235:59 LCE Allright here they come

2236
2236:04 LCE Usair eight seventy contact departure

2236:07 USA870 Usair eight seventy we'll see you

2236:09 LCE Usair twenty ninety runway one eight left cleared for takeoff

2236:12 USA2090 Cleared for takeoff usair twenty ninety

2236:20 LCE Usair ten ninety charlotte tower runway one eight left taxi into position and hold

2236:24 USA1090 Position and hold one eight left usair ten ninety

2236:43 PDT3211 Tower piedmont thirty two eleven with you on the visual two three

2236:47 LCE Piedmont thirty two eleven charlotte tower runway two three cleared to land

2236:50 PDT3211 Say wind and field conditions

2236:53 LCE Piedmont thirty two eleven its uh now raining heavy rain on the airport just now uh wind is one five zero at one three altimeter three zero zero one

2237
2237:06 LCE Piedmont thirty two eleven did you copy

2237:08 PDT3211 Affirm cleared to land

2237:10 LCE Usair ten ninety runway one eight left cleared for takeoff

2237:13 USA1090 On hold cleared to go usair ten ninety

2237:22 LCE Usair twenty ninety contact departure

2237:25 USA2090 Twenty ninety so long smooth ride on departure

2237:27 LCE Ok thank you

2237:33 LCE Piedmont thirty two eleven heavy heavy rain on the airport
now wind one five zero at one four

2237:58 LCE Usair nine eighty three charlotte tower

2238
2238:15 USA52 Fifty two is ready at the end

2238:20 LCE Usair fifty two say again

2238:21 Local east

2238:21 USA52 Ready for takeoff

2238:22 LCE Local east

2238:23 RCD Give us a couple more miles on the next couple of merils the
last two or three deviated a little bit

2238:28 LCE All right wilco

2238:30 RCD Thank you

2238:34 LCE Piedmont thirty two eleven how was your ride on final

2238:38 PDT3211 Ride ride was good on final

2238:40 LCE Piedmont thirty two eleven roger turn right at bravo report off the runway on this frequency

2238:43 PDT3211 Piedmont thirty two eleven

2238:52 LCE Usair ten ninety contact departure

2238:54 USA1090 Ten ninety good day

2238:57 PDT3211 Thirty two eleven is clear two three at bravo mike

2239:00 LCE Piedmont thirty two eleven roger contact ramp control

2239:02 PDT3211 Thank you

2239:23 LCE Usair fifty two runway one eight left cleared for takeoff

2239:18 USA52 Cleared for takeoff usair fifty two would like to hold and check our radar uh prior to rolling

2239:22 LCE Usair fifty two roger runway one eight left taxi into position and hold

2239:26 USA52 Yes fifty two

2239:53 LCE Piedmont thirty two twenty eight charlotte tower

2240
2240:05 USA52 And uh tower this is fifty two have you had any ride reports on departure

2240:08 LCE Hold on a second

2240:10 LCE Red red need a ride report on departure from usair ten ninety if you will give it to local east as soon as you get it

2240:16 RCD Ok

2240:34 RCD He says smooth

2240:35 LCE Smooth ok

2240:37 LCE Usair fifty two uh aircraft just departed ahead of you said smooth ride on departure wind is one zero zero at one niner gusting to two one

2240:47 USA52 Fifty two understand cleared for takeoff

2240:49 LCE You ready to go

2240:51 USA52 Affirmative

2240:52 LCE Usair fifty two roger wind one one zero at one niner gust two one runway one eight left cleared for takeoff

2240:58 USA52 Take off usair fifty two

2241
2241:08 LCE Attention all aircraft wind shear alert the uh surface wind one zero zero at two zero northeast boundary wind one niner zero at one six

2241:22 LCE Usair eighty nine twenty six charlotte tower runway one eight left taxi into position and hold

2241:25 USA8926 Eighty nine twenty six position and hold one eight left

2242
2242:07 LCE Usair fifty two how was the departure

2242:10 USA52 Clear after south end of field uh heavy rain on the roll

2242:15 LCE Heavy rain on the roll past mid field pretty smooth you say

2242:18 USA52 Well not through the whole roll pretty heavy rain and then on climb out no real bumps but after about a thousand feet or so you're in the clear

2242:27 LCE Fifty two thank you and fifty two contact departure appreciate the help

2242:32 LCE Eighty nine twenty six uh the seven thirty seven correction the dc nine just departed ahead of you reported heavy rain on the roll throughout the entire roll smooth on the uh climb out gets out of a thousand feet youre in the clear

2242:45 USA8926 Ok we're ready usair eighty nine twenty six be advised your breaking up

2242:50 LCE Eighty nine twenty six roger it might be lightning uh runway one eight left uh cleared for takeoff surface wind one one zero at one niner wind shear alert northeast boundary one eight zero at one five northwest at one seven zero at three four

2243

2243:02 USA8926 Cleared for takeoff one eight left usair uh eighty nine twenty six

2243:23 LCE Usair ten sixteen charlotte tower

2243:29 LCE Usair ten sixteen charlotte tower

2243:54 LCE Usair ten sixteen charlotte tower

2244

2244:08 LCE Rca we lost we lost one somewhere we cant find him any where just uh make sure nobody else comes down the final for one eight right

2244:21 LCE Usair eighty nine twenty six contact departure

2244:24 USA8926 Usair eighty nine twenty six be advised moderate rain and its clear all very smooth

2244:31 LCE Usair eighty nine twenty six thank you very much

2245

End of transcription



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

Memorandum

Subject: **INFORMATION:** Transcription concerning
the accident involving USA1016 Douglas
DC9 on July 2, 1994 at 2242 UTC

Date: July 5, 1994

From: Charlotte ATCT


Reply to
Attn. of:

To: This transcription covers the Charlotte ATCT Radar Flight Data position for the time
period from July 2, 1994, 2005 UTC to July 2, 1994, 2302 UTC.

Agencies Making Transmissions
Charlotte ATCT, Radar Flight Data

Abbreviations
RFD

I certify that the following is a true transcription of the recorded conversations pertaining to
the subject aircraft accident involving USA1016:


Reginald W. Lanier
Quality Assurance Specialist
July 5, 1994

2005:30 RFD

Charlotte douglas international airport arrival atis
information whiskey one niner five two zulu weather
five thousand scattered visibility six haze temperature
niner zero dewpoint six six wind two six zero at five
altimeter three zero zero one i l s approaches in use
runway one eight right runway one eight left localizer
backcourse approach in use runway two three if unable
to comply with speed restrictions advise readback all
hold short instructions advise you have information
whiskey

2104:03 RFD Charlotte international arrival information x-ray two zero five one zulu weather five thousand scattered visibility six haze temperature niner zero dewpoint six six wind two four zero at eight altimeter three zero zero one simultaneous visual approaches in use runways one eight left one eight right and runway two three if unable to comply with speed restrictions advise readback all hold short instructions advise on initial contact you have information x-ray

2154:36 RFD Charlotte international airport arrival information yankee charlotte two one five one zulu weather five thousand scattered visibility six miles haze temperature eight eight dewpoint six seven wind one five zero at eight altimeter three zero zero one i l s approaches runways one eight left one eight right localizer back course runway two three approach in use if unable to comply with speed restrictions advise readback all hold short instructions advise you have information yankee

2240:11 RFD Charlotte international airport arrival information zulu charlotte two two three six zulu special weather observation measured ceiling four thousand five hundred broken visibility six miles thunderstorm light rainshower haze temperature eight eight dewpoint six seven wind one one zero at one six altimeter three zero zero one i l s approaches runways one eight left one eight right localizer back course runway two three approach in use if unable to comply with speed restrictions advise readback all hold short instructions advise controller you have information zulu

2255:55

RFD

Charlotte international airport arrival information
november charlotte two two five zero zulu weather
measured ceiling four thousand five hundred overcast
visibility one mile thunderstorm heavy rainshowers haze
temperature seven seven dewpoint seven three wind zero
niner zero at niner altimeter three zero zero one
thunderstorm north occasional lightning in the clouds
cloud to ground breaks in the overcast i l s approaches
runways one eight left one eight right localizer back
course approach runway two three approach in use if
unable to comply with speed restrictions advise
readback all hold short instructions

End of Transcript