

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
ATLANTA ARTC CENTER

July 25, 1994

The following is a report concerning the accident involving USA1016, on July 2, 1994, at Charlotte, NC (CLT) at 2242 UTC.

My name is Edmund M. deLacy (ED). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Atlanta Air Route Traffic Control Center, Hampton, Georgia.

During the period 1650 UTC on July 2, 1994 to 0140 UTC on July 3, 1994, I was on duty in the Atlanta ARTCC. I was working the Charlotte Meter position from 2221 UTC to 2338 UTC.

At approximately 2239 UTC, the Charlotte Approach Control Traffic Management Coordinator (CLT TMC) advised me that thunderstorms were impacting the arrivals and he lowered the airport acceptance rate. I then contacted the Atlanta ARTCC Center Weather Service Unit (CWSU) for more detailed information on the reported weather. This was done for planning purposes of both arrivals and departures at Charlotte.


Edmund M. deLacy, ATCS
Atlanta ARTCC

MEMORANDUM

U. S. Department
of Transportation

Federal Aviation
Administration

FAA FAX

Subject: Accident/Incident Investigation
Request

August 22, 1994

From: Manager, Airway Facilities SFO
Charlotte North Carolina

To: Manager, Recommendation and Quality
Assurance Division, AAI-200

ATTN: Jeff Rich

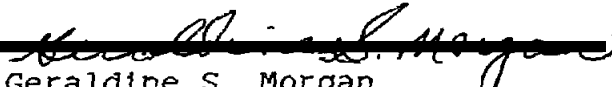
In response to inquiry by NTSB Item #2:

Faults displayed on the ASR-9 fault panel are typical of alarms that occur during a power bump. The ASR-9 was experiencing these power bumps during transition from Commercial Power to Engine Generator. The site had been placed on Generator prior to the accident and had made a transition from Engine Generator to Commercial Power after the accident. Charging systems faults were normal occurrences during changes in source of Primary Power and have not caused any degradation of operation. These faults are of a transitory nature and only exist during power transition.

Error B40 indicates a failure of RMS data link. This link, though operating normally at the time, would not impact system operation.

Error B01 shows a data link failure resulting in replacement of failed link by the spare. Impact on operation - None.

After all reading accomplished, we did a restore link on the one that was spared out and returned to operation. All modems normal.


Geraldine S. Morgan



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Subject: INFORMATION: NTSB Accident/Incident
Support Request Number 94-100

Date: AUG 19 1994

From: Acting Manager, Quality Assurance
Division, ATH-200

Reply to
Attn. of: Pierce: [REDACTED]


To: Manager, Recommendation and Quality
Assurance Division, AAI-200

The NTSB recently requested information about possible communication problems at Charlotte ATCT after the crash of USAir 1016 on July 2.

On July 2, commercial power to the radio receiver site was lost at 2350 UTC and restored at 0407 UTC, on July 3. The back-up generator supplied power to the site for approximately 1.2 hours and then the fuel pump failed. When this occurred, emergency transceivers were used in both the tower cab and the TRACON to maintain two-way communication with aircraft. There are four battery powered transceivers, of which two (one UHF and one VHF) are located in the tower cab and two (also one VHF and one UHF) in the TRACON. The frequencies available to the tower cab and TRACON were limited because each transceiver is capable of only having three preset frequencies. The use of these transceivers was further limited to only one frequency at a given time. This situation was partially alleviated when the Airport Manager's Office provided two tunable radios for use in the tower cab for ground communications.

We trust that this information is useful and resolves the question posed by the NTSB.

If you have any questions please contact Wayne Pierce, ATH-220, at [REDACTED].


[REDACTED]
Laurence L. Silvius

I. UNITED STATES OF AMERICA XI					
DEPARTMENT OF TRANSPORTATION -- FEDERAL AVIATION ADMINISTRATION					
THIS CERTIFIES IV. JEFFREY UNDREA VINCENT					
THAT V. [REDACTED]					
MONROE NC 28110					
DATE OF BIRTH	HEIGHT	WEIGHT	HAIR	EYES	NATIONALITY VI
[REDACTED]	70"	220	BLACK	BROWN	USA
IX. HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF					
II. CONTROL TOWER OPERATOR III. CERT. NO. [REDACTED]					
RATINGS AND LIMITATIONS					
XII. CHARLOTTE ATCT, CHARLOTTE, NC					
XIII. <i>[Signature]</i>					
XIV. <i>[Signature]</i>					
X. DATE OF ISSUE 07-26-83 VIII. ADMINISTRATOR					

DURATION

THIS CERTIFICATE IS OF SUCH DURATION AS IS PROVIDED IN THE CURRENTLY EFFECTIVE FEDERAL AVIATION REGULATIONS, UNLESS SOONER SUSPENDED OR REVOKED. AIRMAN IS NOT AUTHORIZED TO EXERCISE PRIVILEGES OF ANY CLASS OR RATING ISSUED IN ERROR. RETURN IMMEDIATELY FOR CORRECTION. CERTIFICATE SHOULD BE RETURNED TO ADDRESS BELOW WITHIN 30 DAYS OF DEATH OF AIRMAN.

FEDERAL AVIATION ADMINISTRATION
 AIRMAN CERTIFICATION BRANCH
 P.O. BOX 25082
 OKLAHOMA CITY, OKLAHOMA 73125-4940

REPAIRMAN OPERATIONAL RESTRICTION

THE HOLDER HEREOF SHALL NOT PERFORM OR APPROVE ALTERATIONS, REPAIRS OR INSPECTIONS OF AIRCRAFT EXCEPT IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS OF THE FEDERAL AVIATION REGULATIONS OR SUCH METHOD, TECHNIQUES, AND PRACTICES FOUND ACCEPTABLE TO THE ADMINISTRATOR.

WARNING: ALTERATION OF THIS CERTIFICATE IS SUBJECT TO A FINE OF NOT EXCEEDING \$1,000 OR IMPRISONMENT NOT TO EXCEED THREE YEARS, OR BOTH. U.S. CODE, TITLE 49, SEC. 1472(b).