

AIRCRAFT ACCIDENT PACKAGE

CLT-ATCT-93

USA1016 DC9

JULY 2, 1994

DESTROY - JANUARY 2, 1997

INDEX

| | |
|--------|--|
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US Department of Transportation
Federal Aviation Administration

AIRCRAFT ACCIDENT/INCIDENT PRELIMINARY NOTICE

| | | | |
|-------------------------|----|------------|------------|
| FROM (Office of origin) | TO | DATE (GMT) | TIME (GMT) |
|-------------------------|----|------------|------------|

CODE (First words of text) **AIRCRAFT ACCIDENT/INCIDENT PRELIMINARY NOTICE—Part 1**

A 1 INFORMATION FROM

B 1 REGISTRATION NO. **N954US** 2 MAKE AND MODEL **Douglas DC9** 3 OPERATOR OF AIRCRAFT **UNKNOWN**

4 TYPE OF ACTIVITY (Air taxi, instruction, pleasure, aerial appl., business, executive, sightseeing, etc.) IF KNOWN
AIR CARRIER

5 BRIEF DESCRIPTION OF CIRCUMSTANCES SURROUNDING OCCURRENCE **THE AIRCRAFT WAS ON FINAL TO RUNWAY 18R. PILOT INITIATED GO AROUND AND BEGAN A RIGHT TURN AND NEVER RESPONDED**

6 WEATHER DATA **CLT SP 2240Z M450K 1TRW+H 2211 003**
R36L VR 60T T OHD DCNL LTGCG

7 AIRCRAFT DAMAGE: A DESTROYED B SUBSTANTIAL C MINOR D FIRE E NONE

C OCCUPANTS—INDICATE INJURIES: FATAL, SERIOUS, MINOR, NONE

| | | |
|--|--|---|
| 1 NAME AND ADDRESS OF PILOT/INJURY UNKNOWN | 2 NAMES OF CREW/INJURIES UNKNOWN | 3 NO. OF PASSENGERS/INJURIES 50 UNKNOWN |
|--|--|---|

D 1 LOCATION OF OCCURRENCE (Nearest city, town and state; give route if overdue or missing)
CHARLOTTE, NC.

E 1 DATE AND TIME OF OCCURRENCE IN GMT
JULY 2, 1994 @ 2242

F 1 INFORMATION ON COVERAGE OF OCCURRENCE BY FAA, NTSB, OTHER

G FAA AIR TRAFFIC SERVICES SUMMARY OF FLIGHT HANDLING

| | | |
|--|---|---------------------------------------|
| 1A LAST DEPARTURE POINT CAE | 1B DATE AND TIME (GMT) 7-2-94 | 1C INTENDED DESTINATION CLT |
| 2A LAST RADIO CONTACT/POSITION AND/OR RADAR POSITION 1 MILE NORTH OF CLT 2242Z | | |
| 3A LAST ATC CONTROL CLEARANCE CLEARED TO LAND RY 18R | | |
| 4 FLIGHT PLAN A <input checked="" type="checkbox"/> IFR B <input type="checkbox"/> VFR C <input type="checkbox"/> NONE D <input type="checkbox"/> UNKNOWN | | |
| 5 PILOT BRIEFING A <input type="checkbox"/> YES B <input type="checkbox"/> NO C <input checked="" type="checkbox"/> UNKNOWN | | |
| 6A OTHER | | |

| | | |
|-----------------------------|--------------|------|
| RECEIVED AT 0218Z | DELIVERED TO | TIME |
|-----------------------------|--------------|------|

| | |
|---|---------------------------------|
| RECEIVED VIA <input type="checkbox"/> IN PERSON <input type="checkbox"/> RADIO <input checked="" type="checkbox"/> TELEPHONE | RECEIVED BY (Signature & Title) |
|---|---------------------------------|

NOTE: Part 2
 ON OTHER SIDE ON SEPARATE FORM NOT REQUIRED



US Department of Transportation
Federal Aviation Administration

AIRCRAFT ACCIDENT/INCIDENT PRELIMINARY NOTICE

| | | | |
|-------------------------|---|----------------------|------------|
| FROM (Office of origin) | TO KRTLYAYX KOEXYAYX KRWAYAYX AND KRLCYLYX DEA KZTLZRZX KZLZRZX | DATE (GMT) 7-2-94 | TIME (GMT) |
|-------------------------|---|----------------------|------------|

CODE (First words of text) AIRCRAFT ACCIDENT/INCIDENT PRELIMINARY NOTICE—Part 1

A 1 INFORMATION FROM
CLT ATCT

B 1 REGISTRATION NO
N954US

2 MAKE AND MODEL
DC9

3 OPERATOR OF AIRCRAFT
UNKN

4 TYPE OF ACTIVITY (Air taxi, instruction, pleasure, aerial appl., business, executive, sightseeing, etc.) IF KNOWN
Air Carrier

5 BRIEF DESCRIPTION OF CIRCUMSTANCES SURROUNDING OCCURRENCE
AC on final Runway 18R, Pilot initiated go around & began Right turn. AC Never responded to further transmissions.

6 WEATHER DATA
CLT SP 2240 M45 OVC 1TRW+H ~~220~~ 2211/003/
R36L VR60+ T OVPD OCVL LTGCG

7 AIRCRAFT DAMAGE
A DESTROYED B SUBSTANTIAL C MINOR D FIRE E NONE

C OCCUPANTS—INDICATE INJURIES FATAL SERIOUS MINOR NONE

| | | |
|--|--|--|
| 1 NAME AND ADDRESS OF PILOT/INJURY UNKN | 2 NAMES OF CREW/INJURIES 5 crew UNKN/UNKN | 3 NO OF PASSENGERS/INJURIES 50/UNKN |
|--|--|--|

D 1 LOCATION OF OCCURRENCE (Nearest city/town and state; give route if overdue or missing)
Charlotte NC

E 1 DATE AND TIME OF OCCURRENCE IN GMT
02-2242

F 1 INFORMATION ON COVERAGE OF OCCURRENCE BY FAA, NTSB, OTHER
ROC NTYFD CLT TWR AT ACDNT REP

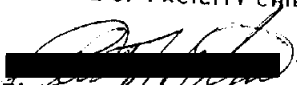
G FAA AIR TRAFFIC SERVICES SUMMARY OF FLIGHT HANDLING

| | | |
|--|--------------------------------|--------------------------------|
| 1A LAST DEPARTURE POINT CAE | 1B DATE AND TIME (GMT) UNKN | 1C INTENDED DESTINATION CLT |
| 2A LAST RADIO CONTACT/POSITION AND/OR RADAR POSITION 2242 1 mile N. CLT | | |
| 3A LAST ATC CONTROL CLEARANCE Cleared to land Runway 18R | | |
| 4 FLIGHT PLAN A <input checked="" type="checkbox"/> IFR B <input type="checkbox"/> VFR C <input type="checkbox"/> NONE D <input type="checkbox"/> UNKNOWN | | |
| 5 PILOT BRIEFING A <input type="checkbox"/> YES B <input type="checkbox"/> NO C <input checked="" type="checkbox"/> UNKNOWN | | |
| 6A OTHER NONE 7. formal Phil Loftin TWR 030218 | | |

| | | |
|-----------------------|--------------|------|
| RECEIVED AT 030218 | DELIVERED TO | TIME |
|-----------------------|--------------|------|

| | |
|---|---|
| RECEIVED VIA <input type="checkbox"/> IN PERSON <input type="checkbox"/> RADIO <input checked="" type="checkbox"/> TELEPHONE | RECEIVED BY (Signature & Title)  ATCS |
|---|---|

NOTE Part 2
 ON OTHER SIDE ON SEPARATE FORM NOT REQUIRED

| | | | | | | | |
|---|--|---|----------------------------------|--------------------------------------|--------------------------|-------------------|---------------------------|
| DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION | | REPORT DATE July 5, 1994 | REPORT NO. CLT-ATCT-93 | | | | |
| REPORT OF AIRCRAFT ACCIDENT | | NAME OF REPORTING FACILITY Charlotte (CLT) ATCT | | | | | |
| 1. AIRCRAFT TYPE AND IDENTIFICATION Douglas (DC-9) N954US, USA1016 | 2. DATE/TIME OF ACCIDENT (GMT) July 2, 1994 2242 UTC | 3. LOCATION OF ACCIDENT 2,180 feet southwest of the threshold of runway 18R | | | | | |
| 4. NATURE OF ACCIDENT crashed executing missed approach | | 5. TYPE OF FLIGHT commerical flight IFR flight plan | | | | | |
| 6. FLIGHT CREW | NAME | POSITION | ADDRESS (CITY AND STATE) | UNIN- JURED | IN- JURED | FATAL- ITY | |
| | Michael Reese Greenlee | Captain | | | X | | |
| | James Phillip Hayes | 1st Officer | | | X | | |
| | | | | | | | |
| | | | | | | | |
| 7. PASSENGER DATA <i>(If available, list names, addresses, extent of injuries, and other information on continuation sheet.)</i> | | | | NUMBER ABOARD AIRCRAFT | NUMBER UNIN- JURED | NUMBER INJURED | NUMBER FATAL- ITIES |
| | | | | 50 | | 15 | 37 |
| 8. AIRCRAFT DAMAGE Demolished | | | | 9. PROPERTY DAMAGE Unknown | | | |
| 10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal | | | | | | | |
| 11. WEATHER DATA | CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT Charlotte Special - 1840 EDST: Measured ceiling four thousand five hundred overcast, visibility one thunderstorm heavy rain showers haze wind two two zero at one one altimeter three zero zero three, runway three six left visual range more than six thousand, thunderstorm overhead, occasional lightning cloud to ground | | | | | | |
| | REPORT JUST PRIOR TO ACCIDENT Charlotte Special - 1840 EDST (see above) | | | | | | |
| | DATE/TIME 07-02-94 2240 UTC | | | | | | |
| 12. ATS PERSONNEL INVOLVED | FIRST REPORT SUBSEQUENT TO ACCIDENT Charlotte Special 1849 EDST: Measured ceiling four thousand five hundred overcast, visibility one thunderstorm heavy rainshower, haze, temperature seven seven, dewpoint seven three, wind zero eight zero at five, altimeter three zero zero two, runway three six left more than six thousand thunderstorm began at three three thousand north, occasional lightning cloud to cloud, cloud to ground breaks in overcast | | | | | | |
| | NAME | FACILITY | OPERATING POSITION | CHECK IF EYEWITNESS | | | |
| | Donald D. Southard * (SD) | CLT ATCT | Arrival Radar West | | | | |
| Fred V. Masi (FM) | CLT ATCT | Final Radar West | | | | | |
| Jeffrey H. Vincent (VT) | CLT ATCT | Local Control West | | | | | |
| *Operating initials | | | | | | | |
| 13. SIGNATURE OF FACILITY CHIEF  Philip L. Loftin | | | | | | | |

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE
August 1, 1994

REPORT NO.
CLT-ATCT-93

NAME OF REPORTING FACILITY
Charlotte (CLT) ATCT

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

July 2, 1994

**ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED**

- 2207 - USA1016 requested and received an IFR clearance to CLT from Columbia Clearance Delivery.
- 2209 - USA1016 requested push-back from the gate and was advised by Columbia Ground Control to report ready to taxi.
- 2210 - Columbia Ground Control obtained a departure release time for USA1016 from Traffic Management at Atlanta Center.
- 2211 - USA1016 requested and received taxi instructions from Columbia Ground Control.
- 2215 - Columbia Tower issued USA1016 takeoff clearance.
- 2217 - Columbia Tower instructed USA1016 to contact Departure. Columbia Departure radar identified USA1016.
- 2218 - The Columbia Departure issued USA1016 an altitude of 10,000 feet. The Atlanta Center specialist accepted an automated handoff on USA1016 from Jacksonville Center.
- 2219 - An automated handoff was accomplished on USA1016. USA1016 was instructed to contact Jacksonville Center. USA1016 contacts Jacksonville Center and was instructed to climb and maintain 12,000 feet.
- 2220 - USA1016 advised he was on a 290 degree heading. USA1016 was cleared to join the Columbia 314 degree radial then proceed as filed.
- 2222 - USA1016 was handed off and communications transferred to Atlanta ARTC Center. USA1016 reported on Atlanta ARTCC frequency level at 12,000 feet. The R/D31 specialist acknowledged, issued the Charlotte altimeter and cleared USA1016 to turn thirty degrees right to intercept the Unarm arrival. USA1016 acknowledged the clearance.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE
August 1, 1994

REPORT NO.
CLT-ATCT-93

NAME OF REPORTING FACILITY
Charlotte (CLT) ATCT

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

- 2223 - The R/D31 specialist initiated the automated handoff to Charlotte Approach Control.
- 2225 - The R/D31 specialist assigned USA1016 a heading of zero one zero to intercept the Charlotte two thirty two radial, Unarm arrival. USA1016 asked if that heading was for him. The R/D31 specialist replied "That's correct" then restated the clearance. USA1016 acknowledged.
- 2226 - The R/D31 specialist assigned USA1016 250 knots and instructed him to contact CLT A/C on frequency 125.35.
- 2227 - USA1016 reported on Charlotte Approach frequency at 12,000 feet with ATIS information Yankee and was advised to expect Runway 18R.
- 2228 - The Charlotte Arrival Radar West specialist instructed USA1016 to descend and maintain 10,000 feet and advised that normal speed was fine.
- 2230 - USA1016 advised that he was going to swing five degrees right for about a quarter to one half mile.
- 2231 - The Arrival Radar West specialist instructed USA1016 to start reducing speed.
- 2233 - USA1016 advised he was showing a little build up sitting on the radial and he would like to turn five degrees to the left. The Arrival Radar West specialist asked USA1016 how far he was looking and USA1016 replied about fifteen miles. The Arrival Radar West specialist advised USA1016 that he was going to turn him northbound in about five miles. A few seconds later the Arrival Radar West specialist instructed USA1016 to turn left heading 360.
- 2234 - The Arrival Radar West specialist instructed USA1016 to descend and maintain 6,000 feet.
- 2235 - The Arrival Radar West specialist initiated an automated handoff to the Charlotte Final Radar West specialist and instructed USA1016 to contact Charlotte approach on frequency 119.0. USA1016 contacted Charlotte Final Radar West out of 10,000 feet for 6,000 feet and the Final Radar West specialist instructed USA1016 to descend and maintain four thousand and to expect Runway 18R. The Final Radar West specialist then instructed USA1016 to turn ten degrees right to descend and maintain 2,300 feet vectors for a visual approach to Runway 18R.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

August 1, 1994

REPORT NO.

CLT-ATCT-93

NAME OF REPORTING FACILITY

Charlotte (CLT) ATCT

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)


- 2236 - The Final Radar West specialist advised USA1016 that there was some rain just south of the field and moving to the north and to expect the ILS approach and to amend his altitude to maintain 3,000'.
- 2237 - The Final Radar West specialist advised USA1016 that he will turn his base as soon as he is outside the marker. A few seconds later the Final Radar West specialist instructed USA1016 to turn right heading 090.
- 2238 - The Final Radar West specialist instructed USA1016 to turn right heading 170 position four miles from SOPHIE to cross SOPHIE at or above 3,000 feet cleared ILS 18R approach.
- 2239 - The Final Radar West specialist instructed USA1016 to contact Charlotte Tower on frequency 126.4. USA1016 reported on the Charlotte Local Control West frequency for Runway 18R. The Local Control West specialist instructed USA1016 that he was cleared to land Runway 18R following a FK100 on short final and that a previous arrival reported a smooth ride all the way down the final. USA1016 requested a PIREP from the aircraft in front of him.
- 2240 - The Local Control West specialist advised USA1016 that a company FK100 had just exited the runway and reported a smooth ride. USA1016 requested to know what the winds were showing. The Local Control West specialist advised the winds were 100 at 19. Six seconds later the Local Control West specialist advised USA1016 that the winds were 110 at 21.
- 2241 - The Local Control West specialist issued a wind shear alert northeast boundary wind 190 at 13.
- 2242 - USA1016 reported on the go. The Local Control West specialist instructed USA1016 to fly runway heading and to climb and maintain 3,000 feet. USA1016 acknowledged up to 3,000 feet and we're taking a right turn here. The Local Control West specialist replied understand you're turning right. Twenty-nine seconds later the Local Control West specialist requested when USA1016 had time to tell him his heading. No response was received. USA1016 crashed 2,180 feet southwest of the threshold of Runway 18R.

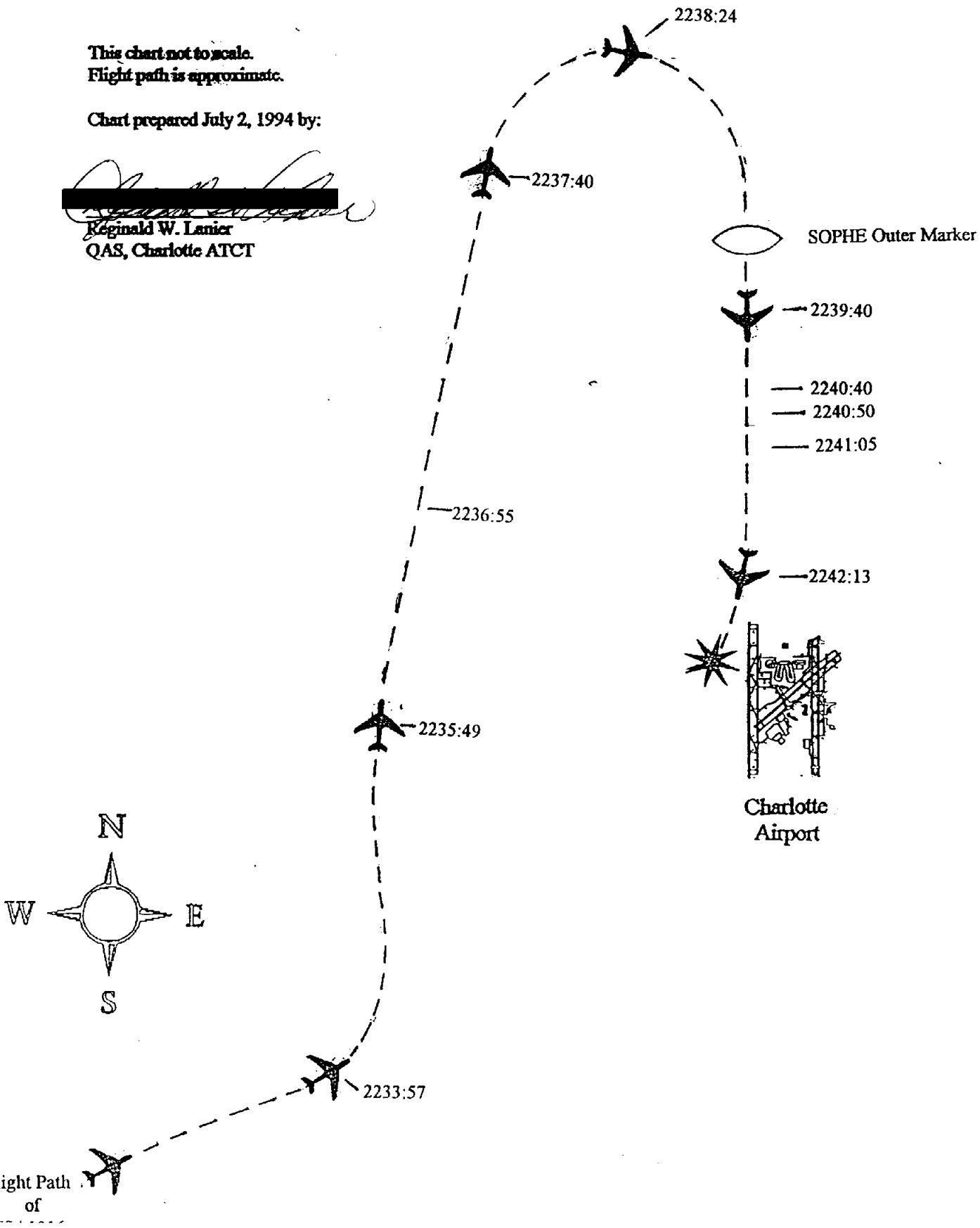
NO MORE FOLLOWS

CHARLOTTE ATCT AIRCRAFT ACCIDENT USA1016 JULY 2, 1994 2242 UTC

This chart not to scale.
Flight path is approximate.

Chart prepared July 2, 1994 by:


Reginald W. Lanier
QAS, Charlotte ATCT




Flight Path
of

C E R T I F I E D I N D E X

July 6, 1994

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Forms 7230-10
FAA Form 8020-6-1
Flight Progress Strip
Personnel Statements
Communication Tapes


Sandy B. Lyens
Quality Assurance/
Training Specialist
Columbia ATC Tower



Memorandum

U.S. Department
of Transportation

Federal Aviation
Administration

Subject: INFORMATION: Services normal statement
concerning accident involving USA 1016,
DC9 on July 2, 1994

Date: July 6, 1994

From: Manager, Columbia ATC Tower

Reply to
Attn. of:

To: Manager, Charlotte ATC Tower

All services provided by the Columbia ATC Tower were normal and there were no pertinent transmissions.

Richard F. Allen

Attachment

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE
July 15, 1994

REPORT NO.
CLT-ATCT-93

NAME OF REPORTING FACILITY
Columbia ATC Tower, W. Columbia, SC

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

July 2, 1994

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2207 - USA 1016 requested and received an IFR clearance to CLT from Columbia Clearance Delivery.
- 2209 - USA 1016 requested push-back from the gate and was advised by Columbia Ground control to report ready to taxi.
- 2210 - Columbia Ground Control obtained a departure release time for USA 1016 from Traffic Management at Atlanta Center.
- 2211 - USA 1016 requested and received taxi instructions from Columbia Ground Control.
- 2215 - Columbia Tower issued USA 1016 takeoff clearance.
- 2217 - Columbia Tower instructed USA 1016 to contact Departure. Columbia Departure radar identified USA 1016.
- 2218 - Columbia Departure issued USA 1016 an altitude of 10,000.
- 2219 - An automated handoff was accomplished on USA 1016. USA 1016 was instructed to contact Jacksonville Center.

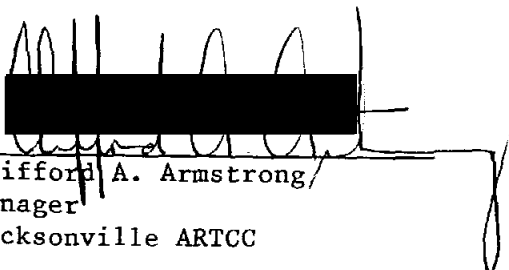
NO MORE FOLLOWS

CERTIFIED INDEX

July 10, 1994

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
FAA Form 7230-10
FAA Form 8020-6-1
Flight Progress Strip
Personnel Statement
Communications Tape



Clifford A. Armstrong
Manager
Jacksonville ARTCC



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

Memorandum

JACKSONVILLE ARTC CENTER
10 AVIATION AVENUE
HILLIARD, FL 32046

Subject: INFORMATION: Services Normal Statement
Concerning Accident Involving USA1016
on July 2, 1994

Date: JUL 14 1994

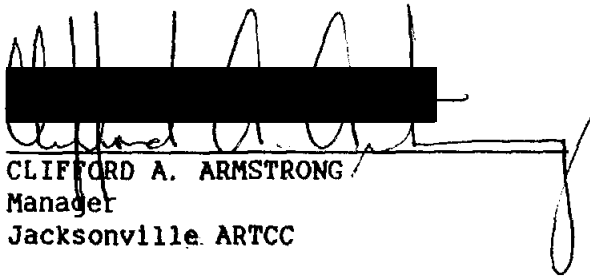
From: Air Traffic Manager, ZJX-1

Reply to
Attn. of:

Owen: [REDACTED]

To: Manager, Charlotte ATCT

All services provided by the Jacksonville ARTCC were normal, and there were no pertinent transmissions.

[REDACTED]

CLIFFORD A. ARMSTRONG
Manager
Jacksonville ARTCC

Attachment

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

July 11, 1994

REPORT NO.

CLT-ATCT-93

NAME OF REPORTING FACILITY

Jacksonville ARTC Center

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

July 2, 1994

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE COODINATED

- 2219 - Initial contact with USA1016 climbing to 10,000 feet. The transmission was acknowledged and clearance was issued to climb and maintain 12,000 feet.
- 2220 - USA1016 advised he was on a 290 degree heading. USA1016 was cleared to join the Columbia 314 degree radial then proceed as filed.
- 2222 - USA1016 was handed off and communications transferred to Atlanta ARTC Center.

NO MORE FOLLOWS

CERTIFIED INDEX

JUL 27 1994

I hereby certify that the following originals are on file in this office.

FAA Form 7230-4
Electronic Substitute for FAA Form 7230-10
FAA Form 8020-6-1
FAA Form 8020-3
Flight Progress Strip
Personnel Statement
Communication Tape

~~Robert F. Moran~~

Robert F. Moran
Acting Air Traffic Manager
Atlanta ARTCC



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

Memorandum

Atlanta ARTC Center
299 Woolsey Road
Hampton, GA 30228

Subject: INFORMATION: Services Normal Statement
Concerning the Accident Involving USA1016,
DC-9, on July 2, 1994

Date: JUL 27 1994

From: Acting Air Traffic Manager
Atlanta ARTC Center, ZTL-1

Reply to
Attn. of:

To: Air Traffic Manager, Charlotte ATCT

All services provided by the Atlanta ARTCC were normal and there were no pertinent transmissions.

~~Robert F. Moran~~

Robert F. Moran
Acting Air Traffic Manager
Atlanta ARTC Center

Attachment

| | | |
|---|---|---------------------------|
| DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet) | REPORT DATE July 20, 1994 | REPORT NO. CLT-ATCT-93 |
| | NAME OF REPORTING FACILITY Atlanta ARTCC | |

14. CHRONOLOGICAL SUMMARY OF FLIGHT (including control or other services provided by ATS facilities, and emergency action taken.)

July 2, 1994

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 2218 The Atlanta ARTCC R/D31 Specialist accepted the automated handoff of USA1016 from Jacksonville ARTCC.
- 2222 USA1016 reported on Atlanta ARTCC frequency level at 12,000 feet. The R/D31 Specialist acknowledged, issued the Charlotte altimeter and cleared USA1016 to turn thirty degrees right to intercept the Unarm arrival. USA1016 acknowledged the clearance.
- 2223 The R/D31 Specialist initiated the automated handoff to Charlotte Approach Control (CLT A/C).
- 2225 The R/D31 Specialist assigned USA1016 a heading of zero one zero to intercept the Charlotte two thirty two radial, Unarm arrival. USA1016 asked if that heading was for him. The R/D31 Specialist replied "That's correct" then restated the clearance. USA1016 acknowledged.
- 2226 The R/D31 Specialist assigned USA1016 250 knots and instructed him to contact CLT A/C on frequency 125.35.

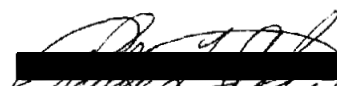

NO MORE FOLLOWS

CERTIFIED INDEX

July 2, 1994

I hereby certify that the following originals are on file in this office:

FAA Form 7230-4
FAA Form 7230-10 Automated
FAA Form 8020-6-1
Flight Progress Strip
Personnel Statements
Communication Tape



Philip L. Loftin
Manager
Charlotte ATCT

DAILY RECORD OF FACILITY OPERATION

E NO.
1 of 1

DATE
July 02, 1994

| | | | |
|---------------|----------------|---------------|--------------------|
| LOCATION | IDENTIFICATION | TYPE FACILITY | OPERATING POSITION |
| Charlotte, NC | CLT | TRACON | Area Manager |

CHECKED BY
LI
CHIEF

| TIME (GMT) | REMARKS |
|---------------|---------|
|---------------|---------|

| | |
|------|---|
| 0400 | P. NICHOLS ON, WCLC. CFPL: 127.2 OTS; RBY 18L RVR OTS; ASR-9 CHNL A AND BEACON CHNL 1 IN USE. NOISE SOUTH OPERATION. |
| 1000 | J. PARISH ON, ABOVE NOTED. |
| 1045 | BEACON CHNL 2 IN USE. |
| 1100 | WCLC. |
| 1800 | C.A. GUENSCH ON, ABOVE NOTED. |
| 1900 | WCLC. |
| 2236 | ASR-9 E/G ON. BUILDING E/G ON. |
| 2242 | USA1016, DC-9, ON FINAL TO RY18R, PILOT INITIATED GO AROUND, LC-W LOST COMMUNICATION WITH USA1016 AFTER THE GO AROUND WAS INITIATED. |
| 2243 | TOWER PERSONNEL OBSERVED SMOKE WEST OF RY18R AND NOTIFIED CFR. RECEIVED CALL FROM CHARLOTTE MECKLENBERG AMBULANCE SERVICE/BROOKS, ADVISED THEY WERE RESPONDING TO A REPORT OF HEAVY SMOKE ON OLD DOWD ROAD. ATM/LOFTIN NTFY. RCC/STEAD, ZTL/AREA MANAGER, NTFY REGARDING USA1016. |
| 2249 | RCC/STEAD, ZTL/AREA MANAGER, NTFY REGARDING USA1016. |
| 2257 | FSDO/BLAKE NTFY, WASHINGTON OPERATIONS CENTER/BATTLE, REGARDING USA1016. |
| 2350 | MAIN AND STANBY RECEIVERS OTS, AFS/JT. RECEIVING ON EMERGENCY RECEIVERS. |
| 0139 | ARTS SCATTER TO LEVEL ONE, AUS/TY. |
| 0218 | 8020-9 TRANSMITTED TO RDC FSS/ZK. FAX TO RCC/STEAD. |
| 0239 | ARTS SCATTER TO LEVEL ZERO, AUS/TY. |
| 0359 | COB. |

JT

E

I CERTIFY that entries above are correct, that all scheduled operations have been accomplished, except as noted, and that all abnormal occurrences and conditions have been recorded.

SIGNATURE(S) OF WATCH SUPERVISOR(S)



DAILY RECORD OF FACILITY OPERATION

PAGE NO.
1 of 1

DATE
July 02, 1994

| | | | |
|---------------|----------------|---------------|--------------------|
| LOCATION | IDENTIFICATION | TYPE FACILITY | OPERATING POSITION |
| Charlotte, NC | CLT | TRACON | TMU |

CHECKED BY
U
CHIEF

| TIME (GMT) | REMARKS |
|------------|--|
| 1030 | T WERTZ ON. OPN:41 ARR:60 |
| 1205 | MISSED TELCON. |
| 1245 | 4 MILE INTERVALS RWY 18R, NO RWY 18L ARRIVALS. |
| 1315 | NORMAL FLOW. |
| 1315 | 20 MIT S/\$ 1340-1500Z |
| 1315 | APREQ DEW UNTIL 1600Z |
| 1410 | 4 MILE INTERVALS RWY 18R, 0 RWY 18L ARRIVALS. |
| 1441 | DEPARTURE DELAYS + 15 MINUTES DUE TO SADIE/ROBAY RESTRICTION. ATCSCC ADVD. |
| 1457 | OUT OF DEPARTURE DELAYS. ATCSCC ADVD. |
| 1457 | NORMAL FLOW. |
| 1537 | 15 MIT D/H 1745-1915Z |
| 1620 | TELCON COMPLETE. |
| 1645 | 4 MILE INTERVALS RWY 18R, NO RWY 18L ARRIVALS. |
| 1700 | NORMAL FLOW. |
| 1745 | D. GARNER ON, ABOVE NOTED. |
| 1757 | NO RWY 18L ARRIVALS, 4 MILE INTERVALS RWY 18R. |
| 1819 | NORMAL FLOW RWY 18L, RWY 18R. |
| 1922 | NO RWY 18L ARRIVALS. |
| 1927 | 4 MILE INTERVALS RWY 18R. |
| 2002 | NORMAL FLOW RWY 18R. |
| 2012 | NORMAL FLOW RWY 18L. |
| 2045 | NO RWY 18L ARRIVALS. |
| 2055 | 4 MILE INTERVALS RWY 18R. |
| 2120 | NORMAL FLOW RWY 18L, RWY 18R. |
| 2215 | NO RWY 18L ARRIVALS. |
| 2225 | 4 MILE INTERVALS RWY 18R. |
| 2241 | HOLDING ALL FIXES LEVEL 3-5 ON ARPT, A/C NOT TAKING THE APPROACH. RWY 23 TRAFFIC DISCONTINUING APPROACH, VECTORING FOR RWY 18L/RWY 18R. TWR ADVISES LOST COMMUNICATIONS WITH USA1016/DC9 RWY 18R. OPN 51, AAR 54, ACN. |
| 2245 | ZTL ADVISED ABOUT USA1016, NO COMMUNICATIONS. POSSIBLE A/C DOWN. CLT AIRBORNE HOLDING IN EFFECT IN TERMINAL AIRSPACE. |
| 2250 | NORTH OPERATION, A/C HOLDING IN TERMINAL AIRSPACE VECTORED FOR RWY 36R ONLY. |
| 2255 | ALL INDICATIONS ARE THAT USA1016 IS DOWN WEST OF THE AIRPORT, ZTL ADVISED. |
| 2310 | OUT OF HOLDING, 15 MIT ALL FIXES. |
| 2345 | 4V OPN, AAR 54, ACN. |
| 2355 | FREQUENCY FAILURE, HOLDING ALL FIXES, ZTL ADVISED EQUIPMENT TROUBLE. |
| 0002 | OUT OF HOLDING. |
| 0028 | HOLDING ALL FIXES, RADIO FAILURE. |
| 0038 | ADVISED ZTL OF EXTENDED HOLDING, UP TO 1 HOUR. |
| 0052 | OUT OF HOLDING 5 MINUTES IN TRAIL ALL TRAFFIC. |
| 0151 | AAR 13, DUE TO FREQUENCY OUTAGE. COMBINE TO AM LOG. |

I CERTIFY that entries above are correct, that all scheduled operations have been accomplished, except as noted, and that all abnormal occurrences and conditions have been recorded.

SIGNATURE(S) OF WATCH SUPERVISOR(S)

[Handwritten Signature]

PERSONNEL LOG

1 REGION 2 FACILITY ID 3 AREA IDENTIFICATION 4 DATE
 A S O C L T MONTH DAY YEAR
 0 7 10 2 9 14

| 5 NAME | 6 CODE | 7 INITIALS | 8 TIME ON | 9 TIME OFF | 10 HOURS ON DUTY | | 11 HOURS ON LEAVE | 12 HOURS ASSIGNED NON POSITION DUTIES | | 13 POSITION ASSIGNMENT | 14 REMARKS |
|-------------|--------|------------|-----------|--------------------|------------------|------|-------------------|---------------------------------------|------|------------------------|---------------------------|
| | | | | | Hours | 1/10 | | Hours | 1/10 | | |
| SOLOMON | S | J F | | | | | | | | | RDO |
| BOSTIC | C | A K | 0645 | 1445 ^{AK} | 8.0 | | | .5 | | DEBRUE | |
| GATES | C | J G | | | | | | | | AWS | RDO |
| HEEMSOOTH | C | H H | 1445 | 2245 ^{HH} | 8.0 | | | | | | |
| MEDFORD | C | J D | | | | | | | | AWS | RDO |
| PALMER | C | J D | | | | | | | | | RDO |
| SNOW | C | T J | 0645 | 1445 ^{TJ} | 8.0 | | | | | | |
| STANLEY | C | R E | | | | | | | | | RDO |
| RAMSEUR | S | L L | 0700 | 1500 ^{LL} | 8.0 | | | | | | |
| CRESS | C | A C | | | | | | | | | RDO |
| ESPINOSA | C | E A | 0000 | 0700 ^{EA} | 7.0 | | | | | | MID |
| MANNING | C | M G | 1445 | 2245 | | | 8A | | | | |
| MILES | C | M S | 0715 | 1515 | | | 8A | | | | |
| NICHOLS | C | P N | 0000 | 0730 ^{PN} | 8.0 | | | | | | MID |
| PAYNE | C | T P | 0700 | 1500 ^{TP} | 8.0 | | | | | | |
| SZYMKIEWICZ | C | B H | 0000 | 0703 ^{BH} | 7.5 | | | | | | MID |
| | S | L K | 2000 | 2315 | 3.15 | | | | | 3.15 CT | EARNED |
| ROSS, M | S | M W | 0800 | 1600 ^{MW} | | | | | | | |
| DANCY | C | A D | 0645 | 1445 ^{AD} | 8.0 | | | 1.0 | | TOWER | Brief |
| GAMBLE | C | P G | 0645 | 1445 ^{PG} | 8.0 | | | 1.0 | | | Brief |
| SHEELY | C | J Y | | | | | | | | | RDO |
| TARBERT | C | T T | 1330 | 2130 ^{TT} | 8.0 | | | | | | 1.5 EXCUSED ^{GA} |
| WHEELER | C | W R | 0700 | 1500 ^{WR} | 8.0 | | | | | | |
| FRAZIER | F | F R | 0700 | 1500 ^{FR} | 8.0 | | | | | | |

PERSONNEL LOG

1 REGION 2 FACILITY ID 3 AREA IDENTIFICATION 4 DATE
 MONTH DAY YEAR
 07 10 21 94

A S I O C L I T

| 5 NAME | 6 CODE | 7 INITIALS | 8 TIME ON | 9 TIME OFF | 10 HOURS ON DUTY | | 11 HOURS ON LEAVE | 12 HOURS ASSIGNED NON POSITION DUTIES | | 13 POSITION ASSIGNMENT | 14 REMARKS |
|---|--------|------------|-----------|--------------------|------------------|------|-------------------|---------------------------------------|------|------------------------|----------------------------|
| | | | | | Hours | 1/10 | | Hours | 1/10 | | |
| F SCHNEIDER Robert Schneider | S | K, R | 08100 | 2100 ^{KR} | 1.0 | 0 | | | | | 2 hrs CTE |
| CHAMBERS | C | S, C | | | | | | | | | RDO |
| JOHNSON, H John H. Johnson | C | T, K | 0700 | 1500 ^{JK} | 8.0 | | | | | Arrival | |
| THOMAS Thomas | C | J, T | 0700 | 1500 ^{JT} | 8.0 | | | | | | |
| TILLER Tiller | C | W, M | 1930 | 2130 ^{WM} | 8.0 | | | | | | |
| WHITTEN Whitten | C | S, W | 0700 | 1500 ^{SW} | 8.0 | | | | | | |
| ZELL Zell | C | P, Z | 0710 | 1510 ^{PZ} | 8.0 | | | | | | |
| HAMMOND Hammond | F | J, P | | | | | | | | | |
| G KOON | S | J, K | 1450 | 2350 ^{JK} | 9.0 | | | | | | 1 HR CTE ^{GA} |
| HERTZOG Robert Hertzog | C | R, H | 1500 | 2400 ^{RH} | 9.0 | | | | | AWS | |
| LENENTINE | C | L, E | 0700 | 1600 | | | 9A | | | AWS | |
| STANTON | C | S, T | 0715 | 1515 | | | 8S | | | AWS | |
| TYLER Bert Tyler | C | B, T | 0715 | 1515 ^{BT} | 8.0 | | | 1.0 | | | Brief |
| WHITFORD Whitford | C | B, W | 1330 | 2130 ^{BW} | 8.0 | | | | | | |
| ZOMBKE Thomas Zombke | C | A, Z | 0710 | 1510 ^{AZ} | 8.0 | | | | | | |
| H FORMAN | S | F, N | 1345 | 2145 | | | 8A | | | | |
| BYRUM Byrum | C | J, B | 1445 | 2400 ^{JB} | 9.25 | | | | | | OT 2245-2400 |
| FACEMYER Facemyer | C | O, J | 0600 | 1400 ^{OJ} | 8.0 | | | | | | Holiday |
| GOSNELL Gosnell | C | G, L | 1330 | | | | | | | | |
| MASI Masi | C | F, M | 1330 | 2130 ^{FM} | 7.75 | .25 | | | | | .25 EXCLUDED ^{GH} |
| VINCENT Vincent | C | V, T | 1330 | 2130 ^{VT} | 7.75 | .25 | | | | | .25 EXCLUDED ^{GH} |
| WRIGHT Wright | C | W, T | 1900 | 0000 | 5 | | | | | | CHG 5:00 2:00 |

FAA Form 7230-10 (6-94 Electronic Equivalent)

Position: S Type: AR Date: 702 FACID: CLT

| TIME ON | INITIALS | TIME OFF | TRNG | TYPE | POSN | TYPE |
|---------|----------|----------|------|------|------|------|
| 0400 | at.. W | 1046 | | | | DR |
| 1047 | AK | 1153 | | | | |
| 1154 | AZ | 1215 | | | | |
| 1216 | KL | 1306 | | | | |
| 1307 | AZ | 1321 | | | | |
| 1322 | OJ | 1426 | | | | |
| 1427 | TK | 1536 | | | | |
| 1537 | AZ | 1554 | | | | |
| 1555 | JT | 1650 | | | | |
| 1651 | TK | 1709 | | | | |
| 1710 | KL | 1732 | | | | |
| 1733 | AZ | 1829 | | | | |
| 1830 | SJ | 1900 | | | | |
| 1901 | KL | 1939 | | | | |
| 1940 | FM | 2015 | | | | |
| 2016 | SD | 2132 | | | | |
| 2133 | FM | 2155 | | | | |
| 2156 | SD | 2322 | | | | |
| 2323 | SJ | 0005 | | | | |
| 0006 | WM | 0101 | | | | |
| 0102 | at.. F | 0359 | | | | AR |

CHARLOTTE ATCT
JULY 2, 1994

FAA Form 7230-10 (6-94 Electronic Equivalent)

Position: F Type: AR Date: 702 FACID: CLT

| TIME ON | INITIALS | | TIME OFF | TRNG | TYPE | POSN | TYPE |
|---------|----------|---|----------|------|------|------|------|
| 0400 | at.. | H | 1100 | | | | AR |
| 1101 | KL | | 1202 | | | | |
| 1203 | at.. | S | 1224 | | | | AR |
| 1225 | JT | | 1315 | | | | |
| 1316 | at.. | S | 1337 | | | | AR |
| 1338 | KL | | 1427 | | | | |
| 1428 | at.. | S | 1453 | | | | AR |
| 1454 | OJ | | 1543 | | | | |
| 1544 | at.. | S | 1611 | | | | AR |
| 1612 | AZ | | 1708 | | | | |
| 1709 | at.. | S | 1734 | | | | AR |
| 1735 | TK | | 1831 | | | | |
| 1832 | FM | | 1909 | | | | |
| 1910 | BW | | 2004 | | | | |
| 2005 | SD | | 2014 | | | | |
| 2015 | at.. | S | 2036 | | | | AR |
| 2037 | RH | | 2130 | | | | |
| 2131 | at.. | A | 2231 | | | | AR |
| 2232 | FM | | 2255 | | | | |
| 2256 | at.. | A | 0017 | | | | AR |
| 0018 | BW | | 0116 | | | | |
| 0117 | at.. | M | 0359 | | | | ST |

CHARLOTTE ATCT
JULY 2, 1994

FAA Form 7230-10 (6-94 Electronic Equivalent)

Position: T Type: LC Date: 702 FACID: CLT

| TIME ON | INITIALS | TIME OFF | TRNG | TYPE | POSN | TYPE |
|---------|----------|----------|------|------|------|------|
| 0709 | EA | 1044 | | | | |
| 1045 | PG | 1104 | | | | |
| 1105 | LH | 1308 | | | | |
| 1309 | WR | 1329 | | | | |
| 1330 | LL | 1340 | | | | |
| 1341 | PZ | 1427 | | | | |
| 1428 | TP | 1452 | | | | |
| 1453 | LH | 1532 | | | | |
| 1533 | TP | 1659 | | | | |
| 1700 | AD | 1728 | | | | |
| 1729 | TP | 1845 | | | | |
| 1846 | JB | 1954 | | | | |
| 1955 | WE | 2021 | | | | |
| 2022 | JB | 2114 | | | | |
| 2115 | VT | 2248 | | | | |
| 2249 | DL | 0002 | | | | |
| 0003 | at.. K | 0014 | | | | LC |
| 0015 | HF | 0043 | | | | |
| 0044 | at.. K | 0116 | | | | LC |
| 0117 | WE | 0209 | | | | |
| 0210 | at.. SC | 0214 | | | | OT |
| 0215 | WE | 0217 | | | | |
| 0218 | at.. K | 0300 | | | | IC |
| 0301 | RH | 0339 | | | | |
| 0340 | JB | 0359 | | | | |

CHARLOTTE ATCT
JULY 2, 1994

USA1016
T/DC9/A
022

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| CAE | |
| UNARM | |

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CLT *100* *100*

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RP

CHARLOTTE ATCT
JULY 2, 1994

AIRCRAFT ACCIDENT/INCIDENT PRELIMINARY NOTICE

| | | | |
|----------------------------------|-------------|------------|------------|
| FROM (<i>Office of origin</i>) | PREPARED BY | DATE (GMT) | TIME (GMT) |
|----------------------------------|-------------|------------|------------|

CODE (First words of text) **AIRCRAFT ACCIDENT/INCIDENT PRELIMINARY NOTICE—Part 2**

| | | |
|----------------------------|------------------|-----------------------------------|
| H 1 REGISTRATION NO | 2 MAKE AND MODEL | 3 DATE OF ACCIDENT/INCIDENT (GMT) |
|----------------------------|------------------|-----------------------------------|

| I | STATUS OF POTENTIALLY INVOLVED AIRWAY FACILITIES (CHECK <input checked="" type="checkbox"/> MARK STATUS AS INDICATED BY MONITOR OR REPORTED BY A F TECHNICIAN) | | | | | | | | | | |
|--|---|------------------------------|----------------------------|------------------------------|-------------------------|------------------------------|---------------------|--|--------------|--|--|
| | 1 FACILITY TYPE | 2 LOCATION/RUNWAY IDENTIFIER | 3 JUST PRIOR TO OCCURRENCE | | 4 AT TIME OF OCCURRENCE | | 5 FLIGHT INSPECTION | | | | |
| | | | A NORMAL | B ABNORMAL OR OUT OF SERVICE | A NORMAL | B ABNORMAL OR OUT OF SERVICE | CONDUCTED | | SATISFACTORY | | |
| A YES | B NO | C YES | D NO | | | | | | | | |
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| 6 REMARKS (<i>Explain briefly any entry above that is check marked as abnormal, or out of service</i>) | | | | | | | | | | | |

| J | STATUS REPORT RECEIVED FROM PILOTS OR OTHERS | | | | |
|---|--|------------------------------|--|--|------------------------------------|
| | List below any facilities reported by pilots or other persons as either operating normally, abnormally, or out of service just prior to, at the time of, or immediately following the time of the accident | | | | |
| | 1 FACILITY TYPE | 2 LOCATION/RUNWAY IDENTIFIER | 3 IDENTIFICATION NO OF AIRCRAFT AND NAME OF PERSON FROM WHOM REPORT WAS RECEIVED | 4 STATUS REPORT <i>(Normal, abnormal, out of service, etc.)</i> | 5 TIME OBSERVATION <i>(GMT)</i> |
| | | | | | |
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| 6 REMARKS (<i>Briefly describe the nature of any reported abnormality, reason for being out of service, etc.</i>) | | | | | |

| | | | |
|--|--------------|--|------------|
| RECEIVED AT | DELIVERED TO | DATE (GMT) | TIME (GMT) |
| RECEIVED VIA <input type="checkbox"/> IN PERSON <input type="checkbox"/> RADIO <input type="checkbox"/> TELEPHONE | | RECEIVED BY (<i>Signature & Title</i>) | |
| NOTE PART 1 <input type="checkbox"/> ON OTHER SIDE <input type="checkbox"/> ON SEPARATE FROM | | | |

AIRCRAFT ACCIDENT/INCIDENT PRELIMINARY NOTICE

| | | | |
|-------------------------|-------------|------------|------------|
| FROM (Office of origin) | PREPARED BY | DATE (GMT) | TIME (GMT) |
|-------------------------|-------------|------------|------------|

CODE (First words of text) **AIRCRAFT ACCIDENT/INCIDENT PRELIMINARY NOTICE—Part 2**

| | | |
|---|--|--|
| H 1 REGISTRATION NO <i>N 954 US</i> | 2 MAKE AND MODEL <i>Douglas DC9</i> | 3 DATE OF ACCIDENT/INCIDENT (GMT) <i>July 2, 1994</i> |
|---|--|--|

I STATUS OF POTENTIALLY INVOLVED AIRWAY FACILITIES
(CHECK MARK STATUS AS INDICATED BY MONITOR OR REPORTED BY A. F. TECHNICIAN)

| 1 FACILITY TYPE | 2 LOCATION RUNWAY IDENTIFIER | 3 JUST PRIOR TO OCCURRENCE | | 4 AT TIME OF OCCURRENCE | | 5 FLIGHT INSPECTION | | | |
|-----------------|------------------------------|----------------------------|------------------------------|-------------------------|------------------------------|---------------------|------|--------------|------|
| | | A NORMAL | B ABNORMAL OR OUT OF SERVICE | A NORMAL | B ABNORMAL OR OUT OF SERVICE | CONDUCTED | | SATISFACTORY | |
| | | | | | | A YES | B NO | C YES | D NO |
| <i>ILS</i> | <i>CLT - 18R</i> | <i>X</i> | | <i>X</i> | | <i>X</i> | | <i>X</i> | |
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6 REMARKS (Explain briefly any entry above that is check marked as abnormal or out of service)

J STATUS REPORT RECEIVED FROM PILOTS OR OTHERS

List below any facilities reported by pilots or other persons as either operating normally, abnormally, or out of service just prior to, at the time of, or immediately following the time of the accident

| 1 FACILITY TYPE | 2 LOCATION RUNWAY IDENTIFIER | 3 IDENTIFICATION NO OF AIRCRAFT AND NAME OF PERSON FROM WHOM REPORT WAS RECEIVED | 4 STATUS REPORT <i>(Normal, abnormal, out of service, etc.)</i> | 5 TIME OBSERVATION <i>(GMT)</i> |
|-----------------|------------------------------|--|--|------------------------------------|
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6 REMARKS (Briefly describe the nature of any reported abnormality, reason for being out of service, etc.)

| | | | |
|-------------|--------------|------------|------------|
| RECEIVED AT | DELIVERED TO | DATE (GMT) | TIME (GMT) |
|-------------|--------------|------------|------------|

| | |
|--|---------------------------------|
| RECEIVED VIA <input type="checkbox"/> IN PERSON <input type="checkbox"/> RADIO <input type="checkbox"/> TELEPHONE | RECEIVED BY (Signature & Title) |
|--|---------------------------------|

NOTE PART 1 ON OTHER SIDE ON SEPARATE FROM



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 Final Radar West position for the time period from July 2, 1994, 2230 UTC to July 2, 1994, 2244 UTC.

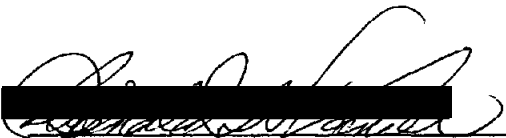
Agencies Making Transmissions

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

Abbreviations

FRW
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. Lanier
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 FRW

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 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

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| | | |
|---------|---------|---|
| 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 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
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. 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

FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD
 CHARLOTTE ATCT

Aircraft Ident
 USA 1016
 Date
 July 2, 1994

The order and number of calls will be determined by the situation involved.

| | Phone No. | Time | Initials | |
|---|-------------------------------|------|-----------------|-------------|
| | | | Caller | Recipient |
| Airport Emergency Equipment | Crash Phone | 2243 | TARBER | |
| Additional Emergency Equipment | NCANG INTERPHONE | | | |
| Additional Emergency Equipment after 4:00 PM | 704-391-4100 | | | |
| Search & Rescue (Atlanta ARTCC) | Dial 22 on 526 | | 2253 | AREA MGR |
| Washington Operations Center /1 | 202-863-5100 | | 2300 | BATTLE |
| Regional Operations Center | 404-305-5180 | | 2249 | STEED |
| FSDO 8 - Charlotte | 704-359-8471 | | | |
| FSDO 5 - Winston-Salem | 910-631-5147 | | | |
| FSDO After Duty Hours | 910-631-5148 | | 2257 | BLAKE |
| Aviation Weather National Weather Service | NWS INTERPHONE | | ST | |
| Military Authority | NCANG INTERPHONE | | | |
| Airport Authority Airport Security | 704-359-4012 | | | |
| Airway Facilities Sector Manager Columbia Maintenance Control Center | 803-822-4444 | | | |
| Aircraft Operator/FBO | | | | |
| Phillip L. Loftin /2 CLT Air Traffic HUB Manager | ██████████ 1 | | 2242 | |
| Brian E. Lentini Asst. CLT Air Traffic HUB Manager | ██████████ 8 | | " | |
| NTSB | 404-347-7385 | | PER COM CENTER. | |
| Civil Air Patrol | See Roster | | | |
| CLT ATCT Automation Specialist | See Watch Schedule | | | |
| Traffic Management (Atlanta ARTCC) | Dial 92 on 526 Direct Line | | | |
| NATCA | Advise Local Rep. | | | |
| | | | | |
| | | | | |

/1 Accidents requiring telephone notification to Washington shall be made immediately following notification for emergency equipment and/or search and rescue.
 /2 Notify Air Traffic Manager only if Assistant Air Traffic Manager is not available.

FACILITY ACCIDENT/INCIDENT NOTIFICATION RECORD

Aircraft Ident 1511 1016
 Date 07/02/94

The order and number of calls will be determined by the situation involved.

| * SPEED DIALING | Phone No. | Time | Initials | |
|---|------------------|------|----------|-----------|
| | | | Caller | Recipient |
| Airport Emergency Equipment | | | | |
| Additional Emergency Equipment | | | | |
| * Search & Rescue RCC | 1-800-851-3051 | 2300 | (ME) | RP. |
| Washington Operations Center ¹ | (202) 863-5100 | 2315 | (ME) | SB |
| * Region Operations Center (ROC) | 305-5180 | 2255 | (ME) | TX |
| ACDO FSDO GA #11 | 994-5276 | 2300 | (ME) | |
| GADO OTHER FSDO (SEE CHART) | | | | |
| Aviation Weather | | | | |
| Military Authority | | | | |
| Airport Authority | | | | |
| Airway Facilities Sector Manager (DUNN) | HOME- [REDACTED] | 2310 | (ME) | |
| Aircraft Operator | | | | |
| * Facility Manager (SHELTON) | HOME- [REDACTED] | 2305 | (ME) | |
| Area Office | | | | |
| Police | | | | |
| NTSB | 347-7385 | 2320 | (ME) | PP. |
| (ASK FOR AVIATION WEATHER FORECASTER) NATIONAL WEATHER SERVICE | 486-0026/0027 | 2323 | (ME) | KDF |
| * ASSISTANT FACILITY MANAGER (BOLLING) (IF UNABLE TO CONTACT ATM OR AATM, CONTACT AMQA (MORAN)) | HOME- [REDACTED] | 2307 | (ME) | |
| | HOME- [REDACTED] | 2300 | (ME) | |
| ATC SYSTEM COMMAND CENTER (CFCF) | (202) 267-5500 | 2255 | (ME) | TS |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

¹ Accidents requiring telephone notification to Washington shall be made immediately following notification for emergency equipment and/or search and rescue.

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
CHARLOTTE ATC TOWER

July 2, 1994

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

My name is Donald D. Southard (SD). I am employed as an air traffic control specialist by the Federal Aviation Administration at the Charlotte/Douglas International Airport Traffic Control Tower, Charlotte, NC.

During the period 1845 UTC, July 2, 1994, to 0245 UTC, July 3, 1994, I was on duty in the Charlotte ATC TRACON. I was working the Arrival West position, from 2156 UTC to 2322 UTC.

USA1016 reported in on the UNARM arrival at twelve thousand. I later descended USA1016 to ten thousand. USA1016 wanted to deviate for weather. I asked USA1016 how far ahead he was looking. After USA1016 said fifteen miles, I advised USA1016 I would turn him in five miles. I turned USA1016 on a downwind leg for Runway 18R. I descended USA1016 to six thousand and told him to contact CLT approach on one one niner point zero.



Donald D. Southard
Charlotte ATC Tower

PERSONNEL STATEMENT

**FEDERAL AVIATION ADMINISTRATION
CHARLOTTE ATC TOWER**

July 2, 1994

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

My name is Fred V. Masi (FM). I am employed as an air traffic control specialist by the Federal Aviation Administration at the Charlotte/Douglas International Airport Traffic Control Tower, Charlotte, NC.

During the period 1730 UTC, July 2, 1994, to 0130 UTC, July 3, 1994, I was on duty in the Charlotte ATC TRACON. I was working the Final West position, from 2232 UTC to 2255 UTC.

I took the hand-off on USA 1016 from Arrival Radar west southwest of the Charlotte airport. On initial contact I descended USA 1016 to 2,300 feet and turned him right. At this time I instructed USA 1016 he was being vectored for a visual approach to Runway 18R. The pilot concurred. I then noticed weather building on or near the airport. I then informed USA 1016 I was going to vector him for the ILS approach to Runway 18R and maintain 3000. The pilot concurred. I vectored USA 1016 for the ILS approach to Runway 18R, cleared him for the approach and switched his frequency to the control tower.


Fred V. Masi
Charlotte ATC Tower

PERSONNEL STATEMENT

**FEDERAL AVIATION ADMINISTRATION
CHARLOTTE ATC TOWER**

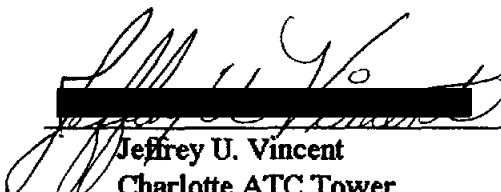
July 2, 1994

The following is a report concerning the accident involving aircraft USA 1016 at Charlotte, NC, July 2, 1994 at 2242 UTC.

My name is Jeffrey U. Vincent (VT). I am employed as an air traffic control specialist by the Federal Aviation Administration at the Charlotte/Douglas International Airport Traffic Control Tower, Charlotte, NC.

During the period 1730 UTC, July 2, 1994, to 0030 UTC, July 3, 1994, I was on duty in the Charlotte ATC Tower. I was working the Local West position, from 2115 UTC to 2248 UTC.

USA 1016 checked in on frequency. I issued landing clearance and PIREP from an aircraft exiting the runway. USA 1016 acknowledged the transmission and requested a PIREP from the aircraft in front of him. I got the PIREP from the aircraft in front of USA 1016 and issued it to USA 1016. The LLWAS went into alarm twice. I issued windshear alert's twice. USA 1016 stated he was going around. I issued missed approach instructions. USA 1016 stated he was turning right. I asked the aircraft "understand you are turning right." The aircraft did not respond. I then stated USA 1016 when you have time tell me your heading. The aircraft did not respond. I tried calling USA 1016 several times with no response.



Jeffrey U. Vincent
Charlotte ATC Tower

Receiving...

TIME 2229Z 07/02/94 SATURDAY

<+1; CLT/NWSTIME 2240Z 07/02/94 SATURDAY
CLT SP 2240Z M45 DVC 1TRW+H 2211/003/
R36LYR60+/ T DVHD DCNL LTGCG
JW

Receiving...

TIME 2240Z 07/02/94 SATURDAY

<+1; CLT/NWSTIME 2249Z 07/02/94 SATURDAY
CLT SA 2250Z M45 DVC 1TRW+H 77/73/0805/
002/R36LYR60+/TB33 T N DCNL LTGICCG/
BINDVC
JW

CHARLOTTE ATCT
JULY 2, 1994

