

Factual Report – Attachment 2

Partial ATC Transcript

AIR TRAFFIC CONTROL

OPS15IA020

PARTIAL ATC TRANSCRIPT

Time (MDT)	Agency	Transmission / Information
		<i>Date of incident: August 7, 2015 @ 2002 MDT (August 8, 2015 @ 0202 UTC)</i>
	DAL1889	Incident Aircraft (A320)
	8RC	Front Eight Radar Controller / Denver ARTCC (ZDV)
	AAL1155	En route Aircraft
	SWA3318	En route Aircraft
		*** Transmissions not germane to this incident have been omitted from this partial transcript ***
1943:03	DAL1889	denver delta eighteen eighty nine checking in at three four o
1943:07	8RC	delta eighteen eighty nine denver center squawk three seven six four
1943:11	DAL1889	three seven six four delta eighteen eighty nine
1943:28	DAL1889	delta eighteen eighty nine request the rides up at three six zero
1943:37	8RC	delta eighteen eighty nine unfortunately due to the weather i have no aircraft in my airspace so most of the night its been a little light chop here and there but i couldn't give ya for sure for the last thirty minutes or so
1943:53	DAL1889	okay so we are the first ones back in your airspace huh
1943:55	8RC	(laugh) yeah about to have a guy here check in at three seven zero if you wanted me to get something from him but that's it
1944:03	DAL1889	so how's it....is nobody trying to get through this line of weather or is everybody going further south or north
1944:10	8RC	and delta eighteen eighty nine theres a hole now its uh...i'd say about uh...two forty maybe two forty five heading for ya there's a hole you'd be able to get to with some left deviations you should be fine
1944:25	DAL1889	yeah that's kinda where we're headed toward tango sierra charlie right now seems to be taking us toward that direction
1944:32	DAL1889	had anybody go through there though or just (unintelligible) weather right now
1944:35	8RC	no i've had aircraft goin through there they're it's just right at the south end of my sector though but yeah that aircraft that's about to check on is going through there right now
1944:45	DAL1889	yeah that's what we're kinda lookin at as we get a little closer it's a little hard to tell right now
1944:51	AAL1155	denver american eleven fifty five tree seven o and uh we're deviating
1944:57	8RC	american eleven fifty five denver center just let me know when you're back on course and uh how is it how is it going through that hole there
1945:04	AAL1155	yeah the uh...the rides not uh...not been half bad we had to do some uh...significant turns left and right to just get around individual cells but we're in probably the tightest part of the hole right now and it's uh it's really not too bad
1945:20	8RC	roger thanks
1946:37	DAL1889	whoever that aircraft was you were just talking to they said they had gone through that uh gap
1946:42	8RC	and uh delta eighteen eighty nine yeah he's uh just coming through he's about your twelve o clock and hundred miles just coming out of it
1946:50	DAL1889	(unintelligible) our radar's starting to show it a little bit bigger now but we're still about a hundred and uh twenty miles out i guess
1946:56	8RC	yeah

1 - Partial ATC transcript produced by NTSB ATC investigations from certified voice recordings provided by the FAA

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1949:58	8RC	and delta eighteen eighty nine just so you can get uh...get set up deviations are approved um i think that thurman uh is gonna be a little north lets just go deviations are approved and mike tango uniform when able
1950:13	DAL1889	alright thanks yeah we were just lookin at that alright deviations uh as needed approved and when able uh mike tango uniform for delta eighteen eighty nine
1951:36	SWA3318	denver southwest thirty three eighteen flight level three nine zero we're deviating for weather
1951:41	8RC	southwest thirty three eighteen denver center roger
1954:08	8RC	southwest thirty eight three eighteen does it look like that hole's starting to close
1954:12	SWA3318	yeah it's uh pretty tight fit here i'm not sure i'd be wantin to go through there behind us
1954:17	8RC	roger
1954:23	DAL1889	uh...what what looks like the best turn there for delta here...delta eighteen eighty nine south turn
1954:31	8RC	and uh delta eighteen eighty nine stand by
1954:43	AAL1155	center american eleven fifty five you might let the guys behind us know that at three seven o that we have an isa deviation of plus twenty eight degrees centigrade and uh...our cv is not real happy about it
1954:57	8RC	american eleven fifty five sorry say what you had again
1955:00	AAL1155	yeah i was just saying to let the guys behind us know that the uh atmosphere warms up dramatically weve got a plus twenty eight degree isa deviation and uh...our our uh...computers thinking that were falling out of the sky
1955:15	8RC	roger thank you
1955:23	8RC	and delta eighteen eighty nine yeah i mean that holes just five minutes up in front of ya if ya wanna keep goin ya can if not itd be almost a ninety degree turn south would be your best option and go down around garden city
1955:38	DAL1889	yeah we still see it as an option we just were lookin at it but i just wanted to see what he said
1955:45	8RC	yeah and that guy hes at your 12 o clock [stepped on] twenty miles from ya comin' opposite direction
1958:17	DAL1889	center delta eighteen eighty six eighty nine
1958:20	8RC	delta eighteen eighty nine go ahead
1958:22	DAL1889	yeah i got a look at the weather at about two zero zero does that look a little bigger off hand
1958:28	8RC	sorry say again the weather where
1958:31	DAL1889	uh just to our south a little bit more about a two hundred heading does that look like a bigger hole than were in
1958:41	8RC	and delta eighteen eighty nine i dont show any holes to the south of ya [stepped on] from where ya are if ya wanted to bail on that current hole youd have to go around to about a one thirty heading and then go south for about a hundred miles cause i dont see any other hole from where you are other than the one youre pointed at
1959:14	8RC	and delta eighteen eighty nine can you give me the temperature right now
1959:18	DAL1889	yeah its about minus thirty it did warm up uh...about a little bit here
1959:54	8RC	american eleven fifty five contact minneapolis center on one one niner point five two
2000:00	AAL1155	nineteen fifty two american eleven fifty five the ride deteriorates here as you get east as well
2000:06	8RC	roger

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Time (MDT)	Agency	Transmission / Information
2000:09	DAL1889	was that the uh guy in front of us delta eighteen eighty nine
2000:11	8RC	delta eighteen eighty nine negative that was a guy uh...going the other way hes behind ya
2000:18	DAL1889	im sorry say again for eight eighteen eighty nine
2000:21	8RC	delta eighteen eighty nine no he was the guy that came through a while ago hes way behind ya now
2000:25	DAL1889	okay
2000:39	DAL1889	delta denver delta eighteen eighty nine
2000:41	8RC	go ahead
2000:42	DAL1889	yeah were gonna need to turn were going to turn back around wanna give us a south heading
2000:47	8RC	and delta eighteen eighty nine yeah you wanna bail outta there
2000:49	DAL1889	yeah we do
2000:50	8RC	delta eighteen eighty nine fly heading one one five
2000:54	DAL1889	one one five delta eighty nine
2001:11	8RC	and delta eighteen eighty nine there is a cell down there [stepped on] to the south of ya that youre turnin toward so uh...just let me know if thats not gonna work hopefully you can stay west of it as you turn
2001:22	DAL1889	[unintelligible]
2001:24	8RC	er correction stay east of it
2001:51	8RC	and delta eighteen eighty nine if you see something you can get through just let me know whatever you need to do
2001:57	DAL1889	were to...were havin a hard time here uh delta eighteen eighty nine do you have anything for us at all
2002:02	8RC	delta eighteen eighty nine i mean honestly other than turning all the way around and tryin to do your best to avoid thats really the best thing i can suggest i dont know yeah that left turn and try to avoid that weather at your twelve o clock i dont know what else thats probably your best decision
2002:25	8RC	unless i mean maybe if off to your right side you can see a hole there maybe but im not i got a little bit a one i can see but your stuffs better than mine
2002:36	DAL1889	[unintelligible] delta eighteen eighty nine declaring an emergency [unintelligible]
2002:47	8RC	delta eighteen eighty nine uh yeah go ahead what assistance do ya need
2003:07	DAL1889	and delta eighteen eighty nine we are descending we are getting pounded we are descending delta eighteen eighty nine
2003:13	8RC	delta eighteen eighty nine roger altitude your discretion i got no traffic
2003:23	DAL1889	and we are descending eighteen eighty nine is descending
2003:26	8RC	delta eighteen eighty nine thats fine i have no traffic below ya discr...altitude is your discretion
2003:31	DAL1889	okay uh...looks like weve los lost our radar so give us the heading delta eighteen eighty nine
2003:36	8RC	delta eighteen eighty nine fly heading two three five
2003:41	DAL1889	two three five delta eighteen uh eighty nine
2004:14	DAL1889	and delta eighteen eighty nine we need to get a lower altitude
2004:17	8RC	delta eighteen eighty nine descend pilots discretion maintain flight level two seven zero

3 - Partial ATC transcript produced by NTSB ATC investigations from certified voice recordings provided by the FAA

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Time (MDT)	Agency	Transmission / Information
2004:21	DAL1889	two seven zero delta eighteen eighty nine
2004:27	8RC	and delta eighteen eighty nine do you need lower than that
2004:30	DAL1889	yes we need lower delta eighteen eighty nine
2004:32	8RC	delta eighteen eighty nine descend pilots discretion maintain one flight level er...two zero zero
2004:38	DAL1889	two zero zero delta eighteen eighty nine
2004:43	DAL1889	hows the weather between us and denver delta eighteen eighty nine
2004:47	8RC	delta eighteen eighty nine if you turn direct denver now thered be a ccc...a cell around the thurman area that youd have to deviate south of but other than that it looks like you may be able to go direct denver if necessary
2005:00	DAL1889	okay we lost our radar delta eighteen eighty nine
2005:03	8RC	and delta eighteen eighty nine roger um...is that what you wanna do you wanna divert
2005:12	DAL1889	yeah lets head into denver delta eighteen eighty nine
2005:14	8RC	and delta eighteen eighty nine roger fly present heading for now
2005:19	DAL1889	present heading delta eighteen eighty nine
2005:34	8RC	and delta eighteen eighty nine do you have the exact uh...did you receive some damage there or what happened
2005:40	DAL1889	yeah our windshields cracked delta eighteen eighty nine
2005:43	8RC	delta eighteen eighty nine roger
2005:54	8RC	and delta eighteen eighty nine uh...did you have anybody hurt or anything like that
2005:58	DAL1889	[stepped on was already mid transmission] weather radar that that thats out too
2006:01	8RC	delta eighteen eighty nine sorry you said your weather radars also out and did was anybody hurt
2006:07	DAL1889	not yet delta eighteen eighty nine
2006:10	8RC	and delta eighteen eighty nine roger yeah well get ya rad...radar vectors around the weather and uh...were gonna give ya vectors but you are officially declared er cleared direct denver airport
2006:22	DAL1889	okay were cleared direct to denver airport were uh...but...you want us on this heading now
2006:29	8RC	and delta eighteen eighty nine fly affirmative fly present heading
2006:33	DAL1889	present heading delta eighteen eighty nine
2006:40	8RC	and delta eighteen eighty nine do you want a lower altitude or will that work for ya
2006:48	DAL1889	lower altitude will be a little bit better [unintelligible] were starting to see its clearing up a little bit
2006:53	8RC	roger and delta eighteen eighty nine contact denver center on one one three point niner five he knows your situation and theyll have that for ya
2007:03	DAL1889	say the freq again
2007:06	DAL1889	say the frequency again delta eighteen eighty nine
2007:09	8RC	delta eighteen eighty nine one three three point niner five
2007:12	DAL1889	three three nine five delta eighteen eighty nine
		END OF PARTIAL TRANSCRIPT

4 - Partial ATC transcript produced by NTSB ATC investigations from certified voice recordings provided by the FAA