

ATC Comms & Radar Data

- **Initial Review of Audio Tapes by ASI Dean Weaver**

- 1-29-2019 1:57:08Z (1:56 into tape)
 - Birmingham Approach, good evening, Kalitta seven two zero is with you. We're passing ten point two for seven thousand looking for a runway for Tuscaloosa and winds.
 - Kalitta seven twenty, Birmingham Approach, expect a visual approach, and I'll get back to you with the winds. And, Birmingham altimeter is two niner niner three.
 - Niner three. And which runways in use sir?
 - Ahh right now its 22 but the tower will be closing in about two and half minutes so by the time you get here it'll be your choice.
- 1-29-2019 1:58:03Z (2:50 into tape)
 - Kalitta seven twenty, descend and maintain four thousand.
 - Down to four thousand, Kalitta seven twenty
- 1-29-2019 1:58:52 (3:39 into tape)
 - Kalitta seven twenty, showing winds at Tuscaloosa two zero zero at four
 - Yeah, we'll take runway 4 for Kalitta seven twenty
 - Kalitta seven twenty roger. You can proceed direct to the airport and report the field in site when you're able. Descend and maintain three thousand.
 - Down to three thousand for Kalitta seven twenty.
- 1-29-2019 2:01:24Z (6:11 into tape)
 - Kalitta seven twenty descend and maintain two thousand two hundred verify you have the field in site twelve o'clock in about six miles.
 - (partially blocked)..sir and we've got the airport in sight.
 - Kalitta seven twenty cleared visual approach Tuscaloosa airport. Report IFR cancellation in the air or on the ground on this frequency. Change to advisory is approved.
 - Ok, cleared for the approach to runway four at Tuscaloosa, Kalitta seven twenty.

No further transmissions heard from Kalitta Flight 720. Could not hear any sound of a gear warning horn during the tapes. The horn sounds when all landing gear are not down and locked and any throttle is retarded to idle. The horn may be silenced with a horn cutout switch. The horn cannot be silenced if landing flaps are selected with the gear not down and locked.