

Docket No. SA-510

Exhibit No. 3B

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C.

AIR TRAFFIC CONTROL VOICE COMMUNICATIONS TRANSCRIPT



Memorandum

U.S. Department
of Transportation
Federal Aviation
Administration

Subject: INFORMATION: Transcription
concerning the accident
involving USAir Flight 427
a Boeing 737/300 on
September 8, 1994 at 2303
UTC

Date: October 5, 1994

From: Pittsburgh ATCT

Reply to
Attn of: DeHart
(412)269-9223

To: This transcription covers the Pittsburgh ATCT Feeder Radar North position for the time period from September 8, 1994, 2252 UTC to September 8, 1994, 2309 UTC.

Agencies making transmissions

Pittsburgh ATCT, Feeder Radar North
Pittsburgh ATCT, Feeder Radar North land line
Pittsburgh ATCT, Departure Radar North land line
USAir Flight 1073
USAir Flight 374
USAir Flight 1499
Unknown Source
USAir Flight 179
USAir Flight 1674
Air Shuttle Flight 2908
USAir Flight 427
USAir Flight 1874
Delta Flight 1083
USAir Flight 1462
General Aviation Aircraft
Registration number N285LM
USAir Flight 309

Abbreviations

FDRN
FDRN L.L
DRN L.L
USA1073
USA374
USA1499
Unknown
USA179
USA1674
ASH2908
USA427
USA1874
DAL1083
USA1462
N285LM
USA309

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving USA427.

Todd R. DeHart
Quality Assurance Specialist
October 5, 1994

2252

2252:11 FDRN U S Air 1073 descend and maintain six thousand

2252:13 USA1073 Descend and maintain six thousand U S Air ten seventy three

2252:18 USA374 U S Air three seventy four we're out of thirteen for ten thousand at Wiske

2252:23 FDRN U S Air fourteen ninety nine turn right heading one three zero

2252:26 USA1499 One three zero U S Air fourteen ninety nine

2252:28 FDRN U S Air three seventy four, Pittsburgh Approach, turn left heading zero six zero vector I L S runway three two final approach course

2252:34 USA374 Zero six zero I L S three two U S Air three seventy four

2252:42 Unknown Who's that for

2252:44 FDRN That was uh for U S Air three seventy four

2252:48 USA374 Yes sir three seventy four zero six zero I L S three two

2252:51 FDRN Yeah somebody else questioned it U S Air one seventy nine turn left heading one zero zero contact approach one two four point one five

2253:00 USA179 One hundred degrees switching U S Air one seventy nine

2253:01 FDRN U S Air fourteen ninety nine descend and maintain six thousand

2253:06 USA1499 Down to six thousand U S Air fourteen ninety nine

2253:07 FDRN U S Air sixteen seventy four descend and maintain seven thousand

2253:12 USA1674 Down to seven thousand U S Air sixteen seventy four

2253:15 FDRN Shuttle twenty nine zero eight descend and maintain six thousand

2253:19 ASH2908 Down to six twenty nine oh eight

2253:45 FDRN U S Air ten seventy three turn right heading zero niner zero reduce speed to two one zero

2253:51 USA1073 All right zero niner zero slow to two one zero U S Air ten seventy three

2253:55 FDRN U S Air sixteen seventy four turn left heading one four zero

2253:58 USA1674 One forty sixteen seventy four

2254:00 FDRN U S Air three seventy four descend and maintain seven thousand there's a sixteen seventy four on another frequency of mine

2254:07 USA374 Okay three seventy four U S Air's going down to seven thousand

2254:11 FDRN And be advised an eighteen seventy four will be on the frequency here momentarily U S Air three seventy four

2254:16 USA374 Okay thanks alot for the warning

2254:18 FDRN U S Air sixteen seventy four a company three seventy four and eighteen seventy four will be on another frequency of mine

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2254:24 USA1674 We copy thank you sir

2254:26 FDRN Bluestreak forty one fourteen contact approach one two three point niner five

2254:30 JIA4114 Forty one fourteen

2254:34 USA1874 An Pittsburgh U S Air eighteen seventy four is with you ah (unintelligible) with yankee

2254:38 FDRN U S Air eighteen seventy four pittsburgh approach turn right heading zero five zero vector I L S runway three two final approach course and be advised there's about seventy different people on with a seventy four at the end

2254:49 USA1874 Okay we'll be I'll listen up thanks and zero five zero on the heading for U S Air eighteen seventy four

2254:53 FDRN L.L Yeah

2254:54 DAL1083 Delta ten eighty three is with you at ten thousand yankee

2254:55 FDRN L.L Ah J W you going

2254:59 DRN L.L Ah he's going to tiverton behind sixteen seventy four I'd like to climb him up

2255:00 FDRN L.L Do it

2255:01 DRN L.L P T

2255:02 FDRN Delta ten eighty three pittsburgh approach turn left heading one six zero vector I L S runway two eight right final approach course

2255:07 DAL1083 One sixty Delta ten eighty three

2255:09 FDRN U S Air three seventy four reduce speed to one niner zero then descend and maintain six thousand

2255:17 USA374 Okay slow to one nine zero then go down to six thousand U S Air three seven four

2255:26 FDRN U S Air sixteen seventy four reduce speed to one niner zero then descend and maintain six thousand

2255:36 USA1674 One niner zero then down to six thousand U S Air sixteen seventy four

2256
2256:04 FDRN U S Air ten seventy three contact approach one two three point niner five heading one zero zero

2256:09 USA1073 One two three niner five and a heading one zero zero U S Air ten seventy three

2256:36 FDRN Shuttle twenty nine zero eight say speed

2256:39 ASH2908 Ah one eighty five

2256:40 FDRN Thank you very much

2256:49 USA427 Approach U S Air four twenty seven is descending to ten.

2256:53 FDRN Shuttle twenty nine zero eight turn right heading zero niner zero contact approach one two three point niner five

2256:59 ASH2908 Zero niner zero twenty three ninety five see yaa twenty nine oh eight

2257
2257:03 FDRN U S Air fourteen ninety nine turn left heading one zero zero contact approach one two four point one five

6

2257:09 USA1499 One hundred degrees and twenty four fifteen U
S Air fourteen ninety nine.

2257:12 FDRN U S Air eighteen seventy four descend and
maintain six thousand

2257:16 USA1874 K six thousand for U S Air eighteen seventy
four.

2257:19 FDRN U S Air four twenty seven Pittsburgh approach
heading one six zero vector ILS runway two
eight right final approach course speed two
one zero

2257:27 USA427 We're coming back to two ten and uh one sixty
heading down to ten U S Air four twenty seven

2257:33 USA1462 (unintelligible) U S Air fourteen sixty two
is with you, we're level at one zero ten
thousand three fifty is the heading and two
one zero is the speed we have yankee

2257:40 FDRN U S Air fourteen sixty two pittsburgh
approach heading zero four zero vector I L
S three two final approach course

2257:45 USA1462 Right turn heading zero four zero vectors for
the I L S three two U S Airs ah fourteen
sixty two

2257:51 FDRN U S Air sixteen seventy four turn left
heading one zero zero contact approach one
two four point one five

2257:57 USA1674 Twenty four fifteen and a hundred on the
heading US sixteen seventy four

2258
2258:01 FDRN Delta ten eighty three descend and maintain
six thousand

2258:05 DAL1083 Six thousand ten eighty three

2258:11 FDRN U S Air three seventy four turn right heading one one zero

2258:16 USA374 Right turn one one zero U S Air three seventy four

2258:20 FDRN U S Air eighteen seventy four reduce speed please to one niner zero then continue the descent to maintain six thousand

2258:27 USA1874 One ninety then continue going to six for U S Air eighteen seventy four

2258:31 FDRN U S Air four twenty seven descend and maintain six thousand

2258:34 USA427 Cleared to six U S Air four twenty seven

2258:54 FDRN U S Air sixteen seventy four contact approach one two four point one five

2259
2259:09 N285LM Ah pit two eight five lima mike is thirteen for ten with Allegheny's hotel

2259:13 FDRN November two eight five lima mike Pittsburgh approach direct montour vector I L S runway two eight final approach course

2259:19 N285LM Montour on the vectors lima mike here we go

2259:21 FDRN U S Air fourteen sixty two descend and maintain six thousand

2259:24 USA1462 Descend to maintain six thousand U S Air fourteen sixty two

2259:28 FDRN U S Air three seventy four contact approach one two three point niner five good day

2259:32 USA374 Twenty three ninety five bye

2259:37 USA309 Hello Pit U S Air three zero nine ten thousand with zulu

2259:39 FDRN U S Air three zero nine pittsburgh approach heading zero five zero vector I L S runway three two final approach course

2259:46 USA309 Zero five zero for three two U S Air three zero nine

2300
2300:06 FDRN Delta ten eighty three turn left heading one three zero reduce speed to one niner zero

2300:11 DAL1083 Thirty one ninety speed Delta ten eighty three

2300:14 FDRN U S Air four twenty seven turn left heading one four zero reduce speed to one niner zero

2300:19 USA427 Okay one four zero heading and one ninety on the speed U S Air four twenty seven

2300:22 FDRN L.L He's direct montour John Lima Mike

2300:28 DRN L.L What's that

2300:30 FDRN L.L Lima mike's direct montour there George

2300:31 DRN L.L Okay

2300:32 FDRN Five lima mike contact Pittsburgh departure one two four point seven five

2300:35 N285LM Twenty four seventy five lima mike see ya

2300:44 FDRN Delta ten eighty three turn left heading one zero zero

2300:46 DAL1083 One zero zero ten eighty three

2301
2301:02 USA427 Did you say two eight left for U S Air four
twenty seven

2301:06 FDRN Ah U S Air four twenty seven it will be two
eight right

2301:08 USA427 Two eight right thank you

2301:16 FDRN Delta ten eighty three contact approach one
two four point one five

2301:21 DAL1083 Twenty four fifteen good day

2301:24 FDRN U S Air fourteen sixty two at six thousand
reduce speed to one niner zero

2301:30 USA1462 Upon reaching six thousand one niner zero
knots U S Air fourteen sixty two

2301:35 FDRN U S Air three zero niner descend and maintain
six thousand then reduce speed to one niner
zero

2301:40 USA309 Six thousand then slow to one ninety U S Air
three oh nine

2301:47 FDRN U S Air eighteen seventy four turn right
heading one zero zero contact approach one
two three point niner five

2301:52 USA1874 One zero zero one two three niner five U S
Air eighteen seventy four good day

2301:55 FDRN U S Air fourteen sixty two turn right heading
zero eight zero

2302:00 USA1462 Right turn heading zero eight zero U S Air
fourteen sixty two

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2302:22 FDRN U S Air four twenty seven turn left heading one zero zero traffic will be one to two o'clock six miles northbound Jetstream climbing out of thirty three for five thousand

2302:32 USA427 We're looking for the traffic turning to one zero zero U S Air four twenty seven.

2303
2303:10 USA427 Oh (unintelligible) Oh (expletive)

2303:14 FDRN U S Air four twenty seven maintain six thousand over

2303:16 USA427 (unintelligible) *(seven) emergency (unintelligible) oh (expletive) (non-pertinent) (unintelligible) (non-pertinent)

2303:24 FDRN U S Air four twenty seven Pittsburgh

2303:30 FDRN U S Air four twenty seven Pittsburgh

2303:40 FDRN U S Air fourteen sixty two turn right heading zero niner zero

2303:42 USA1462 Right turn heading zero niner zero U S Air fourteen sixty two

2303:47 FDRN U S Air four twenty seven Pittsburgh

2304
2304:08 FDRN U S Air four twenty seven Pittsburgh

2304:38 FDRN U S Air four twenty seven radar contact lost

2304:43 FDRN U S Air fourteen sixty two turn right heading one zero zero contact approach one two three point niner five

2304:48 USA1462 One zero zero twenty three ninety five U S Air fourteen sixty two thank you sir

(11)

2305

2305:02 FDRN U S Air three zero niner turn right heading zero eight zero

2305:09 USA309 Zero eight zero U S Air three zero nine

2305:39 FDRN U S Air three zero niner turn right heading one zero zero

2305:43 USA309 Right one zero zero U S Air three zero nine

2306

2306:08 FDRN U S Air four twenty seven pittsburgh

2306:19 FDRN U S Air four twenty seven pittsburgh

2306:25 FDRN U S Air four twenty seven pittsburgh approach

2306:45 FDRN U S Air three zero niner contact approach one two three point niner five

2306:49 USA309 Twenty three ninety five three zeros three zero seven have a good day

2307

2308

2309

End of Transcript

*(seven) This portion of the rerecording is not entirely clear, but this represents the best interpretation possible under the circumstances.