

DCA23FA428

## **AIR TRAFFIC CONTROL**

Group Chair's Factual Report - Attachment 4

ATC Audio Partial Transcript

July 14, 2024

**Type Transcript:** Partial Transcript  
**Transcribed:** July 14, 2024  
**NTSB Number:** DCA23FA428  
**NTSB Staff:** Michael Brown

The following is a NTSB produced partial transcript of the recorded communications pertaining to the subject aircraft accident involving DAL175. The facilities involved in this event were Atlanta Air Route Traffic Control Center (ZTL ARTCC) and Atlanta Terminal Radar Approach Control (A80 TRACON). Only transmissions germane to the sequence of events have been transcribed. The following is a list of facility positions, and/or aircraft making transmissions.

|                                         |         |
|-----------------------------------------|---------|
| Crew of DAL175                          | DAL175  |
| ZTL ARTCC Logen Radar Sector Controller | ZTL-R49 |
| A80 TRACON Radar Approach Controller    | A80-RA  |

The following communications were transcribed from certified copies of audio recordings provided by the FAA. Each transmission is organized by time, ident, and transmission. All times are in coordinated universal time (UTC) unless otherwise noted, ident is the *Abbreviated Title* of the person making the transmission from the list above, and the transmission is transcribed verbatim from the source audio recording.

| <u>Time</u> | <u>Ident</u> | <u>Transmission</u>                                                                                                                                                                                |
|-------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2220:14     | ZTL-R49      | delta one seventy five maintain flight level two two zero                                                                                                                                          |
| 2220:16     | DAL175       | flight level two two zero delta one seventy five                                                                                                                                                   |
| 2226:16     | DAL175       | atlanta delta one seventy-five                                                                                                                                                                     |
| 2226:18     | ZTL-R49      | delta one seventy five i dont know why it keeps doing that you can disregard that speed three ten or greater cross ozzzi at an maintain one four thousand atlanta altimeter is two niner eight two |
| 2226:29     | DAL175       | okay three ten or better ozzzi at fourteen thousand two niner eight two                                                                                                                            |
| 2226:38     | ZTL-R49      | sorry about that i must have missed clicked over here                                                                                                                                              |
| 2226:40     | DAL175       | no thats perfect fourteen thousand                                                                                                                                                                 |
| 2227:06     | DAL175       | atlanta delta one seventy five it looks like we need to deviate to the west of course around killr or so                                                                                           |
| 2227:15     | ZTL-R49      | delta one seventy five roger if you can just stay pointed at ozzzi approach will have some vectors for you on the other side                                                                       |

2227:12 DAL175 okay we'll do it thanks delta one seventy five heavy

2230:15 ZTL-R49 delta one seventy five hows your ride passing through seventeen before you go

2230:20 DAL175 delta one seven five its good right now it's about to get worse though theres a cloud right up here

2230:24 ZTL-R49 roger contact approach on one two eight point five

2230:28 DAL175 twenty eight five see ya

2231:25 A80-RA delta one seventy five heavy atlanta

2231:27 DAL175 atlanta delta one seven five heavy is out of fifteen for fourteen

2231:30 A80-RA delta one seventy five heavy runway eight left descend and maintain one two thousand

2231:36 DAL175 eight left and down to one two thousand delta one seven five heavy

2232:32 DAL175 approach delta one seven five

2232:34 A80-RA delta one seventy-five heavy best routes haary direct gaass the last arrival did that let me know if that works for you

2232:40 DAL175 understand haary then direct gaass from there

2232:44 A80-RA correct

2232:47 DAL175 okay and we hit a pretty good bump right over ozzzi i wouldnt want to go through that again

2232:51 A80-RA roger what was the degree of turbulence

2232:57 DAL175 it was pretty much severe

2233:17 A80-RA delta one seventy five heavy any injuries to report

2233:21 DAL175 yes yes but standby

2233:24 A80-RA okay

2233:26 DAL175 delta one seventy five we have to declare a medical emergency we have one person injured we need to have paramedics meet the aircraft at foxtrot eight when we park please

2233:34 A80-RA foxtrot eight okay

2233:36 DAL175 yes sir

2235:12 A80-RA delta one seventy five heavy proceed direct klond and reduce speed to two five zero

2235:18 DAL175 direct to klowd slowing to two fifty delta one seven five  
2235:50 A80-RA delta one seventy-five heavy descend and maintain one  
one thousand  
2235:54 DAL175 down to one one thousand delta one seven five heavy  
2236:37 A80-RA delta one seventy-five heavy was it a passenger or a flight  
attendant and do you know the age and sex of the  
passenger  
2236:44 DAL175 i do not have that information other than it was one  
passenger and one flight attendant  
2236:52 A80-RA delta one seventy five heavy say that one more time  
2236:55 DAL175 one passenger one flight attendant and i'll have to get  
back to you on the other information  
2237:00 A80-RA okay thanks delta one seventy five heavy descend and  
maintain seven thousand  
2237:03 DAL175 out of eleven for seven delta one seven five heavy  
2237:34 A80-RA delta one seventy five heavy hows your route to kunfu  
look  
2237:38 DAL175 kunfu looks good for us right now delta one seven five  
2237:41 A80-RA all right delta one seventy five heavy direct kunfu  
2237:43 DAL175 direct to kunfu delta one seven five  
2238:03 A80-RA delta one seventy five heavy contact approach one two  
seven point two five take care  
2238:08 DAL175 twenty seven and a quarter delta one seven five we'll see  
ya

\*\* END OF TRANSCRIPT \*\*