

Factual Report - Attachment 3

ATC Audio Partial Transcript

AIR TRAFFIC CONTROL

ERA20FA118

Type Transcript: Partial Transcript
Transcribed: January 17, 2022
NTSB Number: ERA20FA118
NTSB Staff: Brian Soper

The following is a true transcription of the recorded communications pertaining to the subject accident involving N43368. The following is a list of pertinent facilities, positions, and/or aircraft making transmissions.

N43368 / Pilot	N43368
CAE ATCT / Ground Controller (GC)	CAE-GC
CAE ATCT / Local Controller (LC)	CAE-LC
CAE ATCT / Departure Controller (DC)	CAE-DC
AGS ATCT / Radar East Controller (RE)	AGS-RE
A80 TRACON / Athens Radar Controller (RA)	A80-RA

The following communications were transcribed from certified audio re-recordings provided by the FAA. Each transmission is organized by time, ident, and transmission. All times are in eastern standard time (EST) 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. Transmissions not germane to this accident have been omitted from this transcript.

1519:14	N43368	columbia ground november four three three six eight is at columbia aviation with zulu I-F-R to Tuscaloosa
1519:27	CAE-GC	november four three three six eight columbia clearance cleared to tuscaloosa airport as filed maintain four thousand in ten departure frequency one three three point four squawk zero seven six seven
1519:40	N43368	thats cleared to tuscaloosa as filed climb maintain four expecting six departure one three three point four squawk zero seven six seven for november four three three six eight
1519:52	CAE-GC	november three six eight change of plans the departure frequency one two four point one five and you do have another clearance in here to A-X-H would you like me to remove that
1520:02	N43368	yeah affirmative remove that and uh twenty four fifteen on the departure frequency four three three six eight
1522:30	N43368	columbia ground november four three three six eight is ready for taxi uh to the run up area
1522:38	CAE-GC	november four three three six eight where ya parked

1522:40	N43368	parked at columbia aviation
1522:43	CAE-GC	november three six eight runway two three taxi via delta you can do your run up at the end
1522:48	N43368	taxi via delta run up at the end three six eight
1526:20	CAE-GC	november three six eight how much longer ya need on your run up
1527:38	CAE-LC	november four three three six eight columbia tower
1527:42	N43368	four three three six eight go ahead tower
1527:44	CAE-LC	yes sir how much longer before you're ready to go
1527:47	N43368	we are ready to go directly three six eight
1527:51	CAE-LC	november four three three six eight roger hold short runway two three you're number two for departure
1527:57	N43368	hold short two three number two malibu three six eight
1528:00	CAE-LC	and november uh three six eight say your on course heading to ta tango charlie lima
1528:05	N43368	two seven two three six eight
1528:14	CAE-LC	november four three three six eight columbia tower runway two three turn right heading two niner zero cleared for takeoff
1528:20	N43368	cleared for departure on two three turn right to two niner zero malibu three six eight
1530:32	CAE-LC	[The CAE-LC coordinated with the CAE-DC reference N43368 and that he had an on-course heading of "like two seventy." It is unknown if N43368 was instructed to contact departure or if he switched on his own - audio file was terminated early]
1531:09	N43368	departure malibu four three three six eight one thousand five hundred for four thousand heading two niner zero
1531:16	CAE-DC	malibu four three three six eight columbia departure radar contact
1532:44	CAE-DC	november four three three six eight verify on course heading to tango charlie lima
1532:51	N43368	uh two seven two malibu three six eight
1532:44	CAE-DC	roger
1534:08	CAE-DC	november four three three six eight cleared direct tuscaloosa
1534:11	N43368	direct tuscaloosa malibu three six eight
1534:55	CAE-DC	november three six eight climb and maintain six thousand

1534:58	N43368	up to six thousand malibu three six eight
1540:48	CAE-DC	november four three three six eight contact augusta approach one one niner point one five nineteen fifteen
1540:53	N43368	nineteen fifteen malibu four three three six eight
1541:33	N43368	center malibu four three three six eight with you six thousand
1541:36	AGS-RE	november four three three six eight augusta approach augusta altimeter two niner eight one
1541:41	N43368	twenty niner eighty one malibu three six eight
1549:18	N43368	approach malibu three six eight we'd like to deviate ten degrees to the left for build up
1549:23	AGS-RE	navajo three six eight uh deviation left of course approved advise when you're back on course
1549:28	N43368	wilco malibu three six eight
1553:00	N43368	approach malibu four three three six eight is back on course to tuscaloosa
1553:05	AGS-RE	malibu three six eight roger
1557:41	AGS-RE	[The RE controller broadcast hazardous weather information available on flight service frequencies, but the exact advisory stated was unintelligible]
1612:48	AGS-RE	malibu three six eight contact atlanta approach one three two point four seven
1612:55	N43368	thirty two fourty seven for malibu four three three six eight
1613:26	N43368	atlanta good afternoon malibu four three three six eight six thousand
1613:38	A80-RA	november four three three six eight atlanta approach atlanta altimeter correction the [unintelligible] altimeter two niner eight one
1613:44	N43368	two niner eight one malibu three six eight
1614:39	A80-RA	[The RA controller broadcast hazardous weather information valid until 0300 UTC for Georgia, Alabama, Tennessee, North and South Carolina - for IFR and mountain obscuration, turbulence from surface to 16,000 feet, and moderate icing with freezing levels from 9,000 through 13,000 feet and advised that further information was available on flight service frequency]

1615:43	A80-RA	november four three three six eight i'm gonna have to re route you around atlanta airspace uh would you like to go north or south
1615:53	N43368	standby three six eight
1616:11	N43368	and approach uh four three three six eight [unintelligible] north i reckon we can we can go higher if that helps for three six eight
1616:18	A80-RA	uh you'd have to be at least ten thousand feet higher to go over the top of atlanta's airspace uh so that's probably not gonna work for right now uh november three six eight uh let me see if i can get you as close as possible standby
1617:55	A80-RA	[The RA controller coordinated an approval request with another facility for the overflight of N43368 requesting from East 1 Gate to LOGEN intersection to DALAS intersection to Tuscaloosa and was approved]
1618:19	A80-RA	and november three six eight i have an amendment to the routing when you're ready
1618:23	N43368	ready to copy three six eight
1618:25	A80-RA	three six eight you're cleared to tuscaloosa via direct uh radar vectors to the logan intersection that's lima oscar golf echo november direct the dallas intersection that's delta alpha lima alpha sierra and then direct tuscaloosa
1618:44	N43368	[unintelligible] direct logen then dalas then direct tuscaloosa [unintelligible] four three three six eight
1618:51	A80-RA	readback is correct
1620:42	N43368	atlanta approach november four three three six eight i'm now direct logen need to deviate about ten to the left to avoid some build up [unintelligible]
1620:50	A80-RA	november three six eight that's approved and it looks like in about fifteen to twenty miles you should be past that line off your right and uh should be a direct shot to logen
1621:00	N43368	uh roger three six eight
1628:43	A80-RA	november three six eight in about uh eight miles there's gonna be a gap in this line it's just some light precip we're gonna turn north to get through it and then on the north side we'll go back direct logen
1628:54	N43368	departure we will we will do that three six eight
1630:07	A80-RA	november three six eight fly heading three zero zero

1630: 11 N43368 three zero zero malibu three six eight

1630:27 N43368 approach malibu three six eight that's that's pointing us straight into a [unintelligible] build up three six eight

1630:34 A80-RA and three six eight that's the area i mentioned earlier um i'll keep ya south of the heavy precip off your right and there's some light precip on that heading in about eight miles we'll turn north to go right through that it it'll be about three miles worth of precip

1630:55 N43368 yeah it looks like that areas still [unintelligible] three six eight

1630:58 A80-RA okay if you don't want to go that way three six eight we're gonna have to turn due southbound and go uh well south around atlanta your choice

1631:17 N43368 nah we'll turn we'll turn right three six eight

1631:20 A80-RA roger

1631:44 A80-RA and three six eight uh just heading three zero zero for now that'll keep ya out of the moderate precip heading three zero zero

1631:53 N43368 i thought i was gonna shoot this gap here i got a gap i can go straight through three six eight

1631:58 A80-RA alright that's fine november three six eight if that looks good to you i show you're gonna enter moderate precip in about a mile and that will extend for about four miles northbound

1632:06 N43368 roger three six eight

1633:04 A80-RA and november three six eight what are your flight conditions there

1633:08 N43368 rain three six eight

1633:16 A80-RA and three six eight i'm showing you in a right turn eastbound now uh verify three sixty heading

1633:31 A80-RA malibu four three three six eight atlanta

1633:38 A80-RA november four three three six eight atlanta approach

Additional attempts to reach N43368 were unsuccessful.

**** END OF TRANSCRIPT ****