

ERA21LA101

AIR TRAFFIC CONTROL

Group Chair's Factual Report - Attachment 2

ATC Audio Partial Transcript

April 22, 2023

Type Transcript: Partial Transcript
Transcribed: April 22, 2023
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Transcribed By: Brian Soper / AS-30 ATC

The following is a true transcription of the recorded communications pertaining to the subject accident involving N266DC. The following is a list of facilities, positions, and/or aircraft making transmissions.

GSP ATCT ¹	Radar West Position	GSP-RW
CAE ATCT ²	Radar North Position	CAE-RN
TALON 83	Pilot (Uninvolved Navy P-8)	TALN83
JIA360	Pilot (Uninvolved CRJ-900)	JIA360
N932AC	Pilot (Uninvolved Cessna L41)	N932AC
TURTLE 4/H	Pilot (Uninvolved Air Force H/C-17)	TRTL4/H
CHS ATCT ³	Unknown Control Position	CHS-AT
SSC RAPCON ⁴	Unknown Control Position	SSC-AT
N--6KJ ⁵	Pilot (Uninvolved Unknown A/C type)	N6KJ
N510BK	Pilot (Uninvolved Cessna 510)	N510BK
N266DC	Pilot (Accident Aircraft)	N266DC

The following communications was transcribed from certified audio 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.

The first portion of this partial transcript covers the communications between the GSP-RW controller and N266DC from departure until handoff to CAE ATCT.

0959:31 N266DC good morning greer [unintelligible] two six six delta charlie with you climbing through ah thirteen hundred for three thousand

0959:39 GSP-RW uh two six six delta charlie uh greer approach roger radar contact altitude indicates one thousand five hundred and say on course heading

0959:53 N266DC ah that would be a one three four for six delta charlie

¹ Greer Airport Traffic Control Tower

² Columbia Airport Traffic Control Tower

³ Charleston Airport Traffic Control Tower

⁴ Shaw Air Force Base / Radar Approach Control

⁵ Full callsign of this aircraft was unable to be determined, but ended in "6KJ"

0959:57	GSP-RW	november six delta charlie roger you can expect on course uh here in about five miles continue runway heading
1000:02	N266DC	six delta charlie
1001:20	GSP-RW	and bonanza six delta charlie turn left on course climb v-f-r to five thousand five hundred
1001:28	N266DC	fifty five hundred on course six delta charlie
1002:38	N266DC	ah greer [unintelligible] two six six delta charlie altimeter check
1002:41	GSP-RW	[unintelligible] six delta charlie altimeters three zero one five
1002:44	N266DC	three zero one five six delta charlie
1006:14	N266DC	[unintelligible - broadcast at the same time as another aircraft] six delta charlie
1006:42	N266DC	greer [unintelligible] two six six delta charlie [again broadcast at the same time as another aircraft]
1006:46	GSP-RW	and six delta charlie you were blocked by another aircraft say again your request
1006:50	N266DC	uh yes sir it looks like we're gonna have to do a pop up i-f-r getting into uh uh owens in columbia
1006:57	GSP-RW	and six delta charlie roger and you said you were requesting an i-f-r at this time
1007:00	N266DC	affirmative six delta charlie
1007:02	GSP-RW	six delta charlie roger what altitude are you requesting to columbia downtown
1007:07	N266DC	uh go five thousand now for six delta charlie
1007:09	GSP-RW	bonanza six delta charlie roger cleared present position position direct col-uh columbia downtown charlie uniform bravo maintain five thousand
1007:18	N266DC	[unintelligible] delta charlie
1008:41	N266DC	[unintelligible - broadcast at the same time as another aircraft] six delta charlie [unintelligible] three thousand
1009:18	GSP-RW	six delta charlie say request
1009:20	N266DC	ah requesting three thousand for six delta charlie
1009:23	GSP-RW	bonanza six delta charlie descend and maintain three thousand
1009:25	N266DC	three thousand delta charlie

1005:20 GSP-RW [unintelligible] two six six uh bonanza two six six delta charlie
contact columbia approach one three three point four
1005:26 N266DC one three three point four delta charlie

The second portion of this partial transcript covers the communication recorded from the CAE-RN position from 15 minutes before initial contact with N266DC until just after the loss of radio communications.

0947:52 CAE-RN talon eight three turn right heading zero two zero
0947:54 TALN83 zero two zero talon eight three
0948:41 CAE-RN talon eight three six miles from muray⁶ turn right heading zero
eight zero maintain two thousand two hundred until
established on the localizer cleared i-l-s runway one one
approach
0948:49 TALN83 right zero eight zero down to two thousand two hundred
maintain [unintelligible] hundred until established on the
localizer cleared for the i-l-s runway one one approach talon
eight three
0950:37 CAE-RN talon eight three calling tower nineteen five
0950:39 TALN83 switching tower [unintelligible]
0950:45 JIA5360 and departure blue streak fifty three sixty uh twenty two for
four thousand runway heading
0950:49 CAE-RN blue streak fifty three sixty columbia departure radar contact
climb and maintain one zero thousand cleared direct
crdet⁷
0950:53 JIA5360 one zero thousand direct crdet blue streak uh fifty three sixty
0951:23 N932AC columbia approach columbia nine three two alpha charlie is
with you seven thousand
0951:27 CAE-RN november niner three two alpha charlie columbia approach
altimeter three zero one niner
0951:42 CAE-RN november niner three two alpha charlie columbia approach
altimeter three zero one niner
0951:51 N932AC columbia approach columbia nine three two alpha charlie with
ya seven thousand

⁶ This is the airspace fix MURAY and was pronounced "mur-ee"

⁷ This is the airspace fix CRDET and was pronounced "credit"

0951:55	CAE-RN	november nine three two alpha charlie i have you loud and clear how me
0951:58	N932AC	just fine now alpha charlie
0951:59	CAE-RN	november two alpha charlie columbia altimeter three zero one niner
0952:02	N932AC	[unintelligible] alpha charlie
0952:04	CAE-RN	blue streak fifty three sixty contact jacksonville center one two four point seven good day
0952:08	JIA5360	two four point seven blue streak fifty three sixty
0954:37	TALN83	approach talon eight threes heading one five zero passing one thousand five hundred for two thousand five hundred
0954:41	CAE-RN	talon eight three columbia departure radar contact expect the i-l-s runway one one turn right heading two seven zero
0954:46	TALN83	right two seven zero talon eight three
0955:27	TALN83	and approach talon eight three just a quick pirep for ya we went into the clouds at uh just about one thousand three hundred and and we broke out at a hundred and forty a-g-l
0955:39	CAE-RN	talon eight three roger thank you
0956:28	CAE-RN	talon eight three turn right heading two niner zero
0956:30	TALN83	two nine zero talon eight three
0957:15	CAE-RN	information uniform is current at columbia altimeter three zero two zero
0959:43	TRTL4/H	columbia [unintelligible] request
1959:46	CAE-RN	turtle four heavy columbia approach columbia altimeter three zero two zero say request
1959:50	TRTL4/H	three zero two zero request uh direct jeddi ⁸ for the r-nav two four into north field
1000:00	CAE-RN	talon eight three turn right heading zero two zero
1000:04	TALN83	right heading zero two zero talon eight three
1000:07	CAE-RN	turtle four heavy roger i have your request standby
1000:13	CAE-RN	[interphone landline coordination with Charleston (CHS) ATCT] charleston columbia apreq
	CHS-AT	charleston

⁸ This is the airspace fix JEDDI and was pronounced "jet-eye"

	CAE-RN	request control turtle four
	CHS-AT	turtle four heavy is your control
	CAE-RN	thanks [unintelligible]
	CHS-AT	x-o
1000:23	CAE-RN	[interphone landline coordination with Shaw (SSC) Radar Approach Control (RAPCON)] shaw columbia
	SSC-AT	[unintelligible]
	CAE-RN	did charleston point out turtle four to you
	SSC-AT	uh four three one zero
	CAE-RN	affirmative
	SSC-AT	affirmative
	CAE-RN	alright he'll be direct jeddi
	SSC-AT	roger
	CAE-RN	[unintelligible]
	SSC-AT	bravo delta
1000:32	CAE-RN	turtle four heavy cleared direct jeddi
1000:38	TRTL4/H	direct jeddi turtle four heavy
1000:50	CAE-RN	talon eight three nine miles from muray turn right heading zero eight zero maintain two thousand two hundred until established on the localizer cleared i-l-s runway one one approach
1000:57	TALN83	zero eight zero descend and maintain two thousand two hundred maintain two thousand two hundred until established cleared for the i-l-s runway one one talon eight three
1001:04	CAE-RN	turtle four heavy do you plan on full stopping at north
1001:07	TRTL4/H	uh negative we're gonna join the pattern once we uh get below the weather
1001:11	CAE-RN	turtle four heavy roger
1001:13	TRTL4/H	[unintelligible] at some point but not on the initial one
1001:15	CAE-RN	turtle four heavy roger
1001:16	TRTL4/H	uh for turtle four heavy can you verify another flight plan in our system to uh charleston
1001:22	CAE-RN	turtle four heavy say again

1001:24	TRTL4/H	is there a way you can verify that we have another flight plan in the system that uh files to charleston later
1001:28	CAE-RN	i'll check on it just a moment
1001:30	TRTL4/H	thanks
1001:55	CAE-RN	turtle four heavy affirmative i am showing another flight plan to charleston
1002:04	TRTL4/H	thanks turtle four
1002:08	CAE-RN	november two alpha charlie contact charlotte approach one two one point zero five good day
1002:12	N932AC	one two one zero five alpha charlie
1002:30	CAE-RN	turtle four heavy cross jeddi at three thousand cleared r-nav runway two four approach north
1002:34	TRTL4/H	alright cross jeddi at three thousand for the r-nav two four turtle four heavy
1002:40	CAE-RN	talon eight three calling tower nineteen five
1002:42	TALN83	[unintelligible] tower nineteen five talon eight three
1003:56	CAE-RN	turtle four heavy report your i-f-r cancellation in the air this frequency or on the ground with north tower
1004:01	TRTL4/H	alright we'll report the cancellation uh on the go with uh north tower uh turtle four
1005:49	CAE-RN	turtle four heavy change to north tower is approved
1005:54	TRTL4/H	turtle four copy
1006:14	N-6KJ	columbia approach good morning [unintelligible] nine six kilo juliet with ya descending out of one six thousand for one one eleven thousand we have uniform
1006:21	CAE-RN	november eight six kilo juliet columbia approach columbia altimeter three zero one niner and uh ya wanna land at columbia metro or hamilton owens
1006:30	N-6KJ	uh hamilton is a little too low for us we're gonna go into metro please i-l-s one one if you can
1006:35	CAE-RN	three six kilo juliet roger expect i-l-s runway one one approach
1006:38	N-6KJ	expect i-l-s one one thank you kilo juliet
1007:34	CAE-RN	november six kilo juliet did you receive a clearance to columbia or uh just to hamilton owens
1007:38	N-6KJ	uh we did receive a clearance to columbia via direct

1007:42	CAE-RN	roger
1007:47	TALN83	departure talon eight three is back with you climbing off columbia for twenty five hundred [unintelligible]
1007:52	CAE-RN	talon eight three radar contact turn right heading two seven zero vectors i-l-s
1007:56	TALN83	right heading two seven zero vectors for the i-l-s talon eight three
1008:00	CAE-RN	november six kilo juliet descend and maintain two thousand five hundred turn twenty degrees right vectors i-l-s
1008:05	N-6KJ	down to two thousand five hundred and twenty degrees to the right kilo juliet
1009:32	CAE-RN	talon eight three turn right heading two niner zero
1009:34	TALN83	right heading two nine zero talon eight three
1009:39	N510BK	departure citation five one zero bravo kilo is two thousand climbing to four thousand runway heading
1009:45	CAE-RN	citation five one zero bravo kilo columbia departure radar contact climb and maintain one zero thousand turn left direct greenwood
1009:50	N510BK	one zero thousand left turn direct greenwood five one zero bravo kilo
1011:54	CAE-RN	citation zero bravo kilo contact jacksonville center one two four point seven good day
1011:59	N510BK	two four point seven zero bravo kilo good day
1012:46	CAE-RN	talon eight three turn right heading zero two zero
1012:48	TALN83	zero two zero talon eight three
1013:29	TALN83	approach talon eight three
1013:31	CAE-RN	talon eight three approach
1013:32	TALN83	uh we're gonna do one more i-l-s after this one and then if uh if you can sir we'd like to coordinate a uh a clearance to go to kilo gulf sierra papa i believe we originally had one from myrtle to uh greenville but we decided to [unintelligible] on the way out
1013:45	CAE-RN	talon eight three roger i have that request

1013:48	CAE-RN	talon eight three you're seven miles from muray turn right heading zero eight zero maintain two thousand two hundred until established on the localizer cleared i-l-s runway one one approach
1013:56	TALN83	zero eight zero on the heading down to two thousand two hundred maintain twenty two hundred until established on the localizer cleared for the i-l-s runway one one approach talon eight three
1014:57	TRTL4/H	and uh columbia turtle four
1015:00	CAE-RN	turtle four heavy columbia
1015:02	TRTL4/H	the weather was pretty uh low there we'd like to uh go out and hold somewhere and come up with a plan for us for ourselves
1015:10	CAE-RN	turtle four heavy roger you can uh cleared direct gotey ⁹ hold uh northeast of gotey as published climb and maintain four thousand
1015:18	TRTL4/H	climb and maintain four thousand direct gotey hold as published turtle four heavy
1015:22	CAE-RN	talon eight three contact tower nineteen five
1015:24	TALN83	talon eight three switching
1015:32	N266DC	columbia [unintelligible] two six six delta charlie with you three thousand
1015:53	CAE-RN	november two six six delta charlie columbia approach columbia altimeter three zero one niner
1015:57	N266DC	three zero one niner six delta charlie
1015:59	CAE-RN	six kilo juliet turn left heading two one zero
1016:02	N-6KJ	left two one zero kilo juliet people getting uh are they getting into columbia [unintelligible]
1016:08	CAE-RN	uh we've had a p-eight do a couple approaches and he's reported at minimums breaking out and we've had couple arrivals too there was one that was going to owens earlier and uh he had to divert here to columbia metro and he got in fine
1016:21	N-6KJ	okay thank you very much
1016:24	CAE-RN	november six delta charlie advise when you have the weather at hamilton owens and say type approach requested

⁹ This is airspace fix GOTEY and was pronounced "go-dee"

1016:27	N266DC	uh i'd like to set up an r-nav uh for one three six delta charlie
1016:32	CAE-RN	two six delta charlie roger
1016:34	N266DC	and uh ya know what the minimums are at uh columbia owens any pireps
1016:44	CAE-RN	uh no i don't have any pireps from uh columbia or from uh hamilton owens uh let me see if anyone else knows
1016:54	CAE-RN	about forty five minutes ago was the last report he tried to land there and he wasn't able to get to uh make it
1017:02	N266DC	alright six delta charlie
1021:27	CAE-RN	november six delta charlie cleared direct jsstn ¹⁰ cross jsstn two thousand seven hundred cleared r-nav runway one three approach hamilton owens
1022:27	CAE-RN	november six delta charlie cleared direct jsstn cross jsstn two thousand seven hundred cleared r-nav runway one three approach hamilton owens
1022:32	N266DC	alright cleared to jsstn twenty seven hundred uh six delta charlie
1028:00	CAE-RN	november six delta charlie report your i-f-r cancellation in the air this frequency or on the ground one two four point four
1028:05	N266DC	i'll let ya know six delta charlie
1029:52	CAE-RN	november six delta charlie i have alternate missed approach instructions advise ready to copy
1029:56	N266DC	ready to copy six delta charlie
1029:58	CAE-RN	november six delta charlie in the event of a missed approach enter controlled airspace heading zero five zero maintain two thousand five hundred
1030:05	N266DC	zero five zero twenty five hundred six delta charlie
1030:07	CAE-RN	november six delta charlie change to advisory frequency is approved
1030:10	N266DC	over to advisory [unintelligible] charlie
1032:38	N266DC	columbia [unintelligible] two six six delta charlie goin missed
1032:45	CAE-RN	november six delta charlie roger [unintelligible] fly heading uh three six zero when you're able climb maintain two thousand five hundred

¹⁰ This is airspace fix JSSTN and is pronounced "just-in"

1032:53 N266DC twenty five hundred and three six zero six delta charlie
[unintelligible] was that a left sir three six zero

1032:59 CAE-RN affirm left turn heading three six zero

1033:01 N266DC left turn three six zero six delta charlie and what's the uh uh uh
weather like in uh columbia

1033:12 CAE-RN columbia metro uh we're showin a quarter mile visibility fog
indefinite ceiling two hundred temperature two dew point two
and i have the r-v-r [unintelligible - stepped on by a landline
transmission]

1033:49 CAE-RN november six delta charlie radar contact lost

1034:20 CAE-RN november two six six delta charlie columbia approach

1034:41 CAE-RN november two six six delta charlie columbia approach

No further transmissions recorded from N266DC.

** END OF TRANSCRIPT **