

INTRA-COCKPIT COMMUNICATION

AIR-GROUND COMMUNICATION

TIME and
SOURCE

CONTENT

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SOURCE

CONTENT

Start of Transcript

18:18:24.4 (all times are local time)

[start of recording]

18:18:24.5

PA-1 [captain makes speech to passengers]

18:18:53.4

CAM-? [sound of whistling]

18:20:25.0

CAM [sound of flight attendant door open request]

18:20:28.1

CAM-1 is ok?

18:20:29.7

CAM-3 [flight attendant says that everything in the cabin is
OK, and then asks where will they be landing]

18:20:33.3

CAM-1 I have just informed.

18:20:34.7

CAM-3 I didn't hear - sorry - her talking.

18:20:37.7

CAM-1 but she heard, Congonhas.

18:20:39.3

CAM-3 is it Congonhas? its great, so. she might have heard.
thank you.

18:43:04.3

HOT-1 remember, we only have one reverse.

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18:43:06.9

HOT-2 yes... only the left.

18:43:24.0

HOT-1 glideslope, LOC blue... LOC star. [LOC star means an asterisk is displayed on the FMA, which means the loc capture]

18:43:26.6

HOT-2 checked.

18:43:27.1

HOT-1 autopilot one plus two.

18:43:29.4

HOT-1 flaps one.

18:43:30.7

HOT-2 speed checked.

18:43:36.7

HOT-1 clear status.

18:43:41.8

HOT-2 clear status.

18:43:43.8

HOT-2 clear.

18:43:48.2

RDO-2 going to intercept the localizer, TAM three zero five four.

18:43:52.2

APP TAM three zero five four, reduce speed for the approach... and call the tower on frequency one two seven point one five, good afternoon.

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18:44:00.0
RDO-2 one two seven one five, over.

18:44:01.7
HOT-1 good afternoon.

18:44:06.4
HOT-1 flaps two.

18:44:08.1
CAM-2 speed checked.

18:44:20.0
HOT-2 flaps at two.

18:44:22.3
RDO-2 Sao Paulo tower, this is TAM three zero five four.

18:44:26.1
TWR TAM three zero five four, reduce minimum speed for approach, the wind is north with zero six. I will report when clear three five left.

18:44:33.4
RDO-2 good evening, reducing to the minimum possible [speed].

18:44:36.3
HOT-1 landing gear down.

18:44:37.7
HOT-2 landing gear down.

18:44:53.9
HOT-1 flaps three.

18:44:55.1
HOT-2 speed checked.

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18:44:57.4
HOT-2 flaps three.
18:45:03.9
HOT-1 flap full.
18:45:05.7
CAM-2 speed checked, flaps full.
18:45:10.6
HOT-1 standby final checklist
18:45:12.0
HOT-2 standing by.
18:45:12.9
CAM-1 glide star, set missed approach altitude.
18:45:15.0
CAM-2 ALT * *.
18:45:21.0
CAM-2 six thousand feet.
18:45:44.0
CAM [sound of windshield wipers operating]
18:45:52.1
CH2 [sound of outer marker beacon heard on channel 2]
18:46:03.2
HOT-1 final checklist.
18:46:04.6
HOT-2 final checklist, passing DIADEMA [name of the outer
marker beacon]
18:46:10.4
PA-2 cabin crew, clear to land. [prepare for landing]

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18:46:14.0
CAM-2 cabin crew.
18:46:15.2
CAM-1 advised.
18:46:16.0
CAM-2 auto thrust.
18:46:17.8
CAM-1 speed.
18:46:20.0
CAM-2 * *.
18:46:21.1
CAM-1 landing no blue.
18:46:22.6
CAM-1 ECAM MEMO [Electronic Centralized Aircraft
Monitor - check memo status]
18:46:23.8
HOT-1 landing, no blue.
18:46:24.9
HOT-2 landing no blue.
18:46:26.1
HOT-1 okay?
18:46:26.7
HOT-2 okay... what?
18:46:28.6
HOT-2 okay.
18:46:30.8
HOT-? *.

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18:46:30.8
HOT-2 final checklist complete.

18:46:33.8
CAM-1 runway in sight, landing.

18:46:41.7
CAM-1 ask him [the tower] about the rain condition, the
runway condition, and if the runway is slippery.

18:46:57.0
RDO-2 TAM on final approach, two miles away. could you
confirm conditions?

18:47:01.7
TWR it's wet, and it is slippery. I will report three five left
clear, three zero five four.

18:47:06.1
RDO-2 already on final.

18:47:07.5
TWR the aircraft is starting the departure.

18:47:10.7
HOT-1 wet and slippery!

18:47:22.0
HOT-2 the aircraft is starting the takeoff run.

18:47:34.3
TWR TAM three zero five four, three five left, clear to land,
the runway is wet, and is slippery and the wind is
three three zero at eight. knots.

18:47:40.6
HOT-2 three three zero at eight, is the wind.

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18:47:42.9
HOT-1 checked.
18:47:43.9
TWR three zero five four?
18:47:45.3
RDO-2 three zero five four, roger.
18:47:46.4
FWC four hundred.
18:47:49.8
HOT-1 is the landing clear?
18:47:50.7
HOT-2 clear to land.
18:47:52.3
HOT-1 land green, manual flight.
18:47:53.7
CAM [sound of autopilot disconnect tone]
18:47:54.1
HOT-2 checked.
18:47:54.8
HOT-1 inhibit the glide [GPWS aural warning] for me please.
18:47:55.7
CAM [sound of triple click indicating reversion from CAT II
or III to CAT I approach mode (manual flight
approach)]
18:47:56.9
HOT-2 what?

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18:47:58.8
FWC three hundred.
18:47:59.3
HOT-1 inhibit the glide for me.
18:48:00.6
HOT-2 okay.
18:48:03.0
HOT-2 inhibit.
18:48:05.8
HOT-2 middle.
18:48:11.6
FWC two hundred.
18:48:14.9
HOT-2 one dot now. okay.
18:48:16.8
HOT-1 okay.
18:48:21.0
FWC twenty.
18:48:21.6
FWC retard.
18:48:23.0
FWC retard.
18:48:24.5
CAM [sound of thrust lever movement]
18:48:24.9
CAM [sound of increasing engine noise]

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18:48:25.5
GPWS retard
18:48:26.3
CAM [sound similar to touchdown]
18:48:26.7
HOT-2 reverse number one only.
18:48:29.5
HOT-2 spoliers nothing.
18:48:30.8
HOT-1 aaiii. [sigh]
18:48:33.3
HOT-1 look this.
18:48:34.4
HOT-2 decelerate, decelerate.
18:48:35.9
HOT-1 it can't, it can't.
18:48:40.0
HOT-1 oh my god..... oh my god.
18:48:42.7
HOT-2 go go go , turn turn turn turn.
18:48:44.6
HOT-2 turn turn to... no, turn turn.
18:48:45.5
CAM [sound of crushing noises]
18:48:49.7
CAM-? (oh no) [male voice]

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18:48:50.0

CAM [pause in crushing noises]

18:48:50.6

CAM-? [sound of scream, female voice]

18:48:50.8

CAM [sound of crushing noise]

[end of recording]

18:48:51.4

End of Transcript

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