**Aeroperu 603 (Boeing 757)**

**Transcription From Voice Recorder**

**October 2, 1996 - Lima, Peru**

**English Translation**

**BEGINNING OF TRANSCRIPTION**

00:40:17 (00:00)  
Ground control  
...WAIT MAJOR ON COURSE CODE 5603 FOR RADAR TEST

00:40:24 (00:07)  
Copilot to control  
AUTHORIZED TO SANTIAGO INITIAL 290, ARPON 1, 5603

00:40:33 (00:16)  
Ground control  
AEROPERU 603, CAN YOU REPEAT AUTHORIZATION?

00:40:39 (00:22)  
Copilot to control  
AEROPERU 603, AUTHORIZED TO SANTIAGO, ARPON NUMBER ONE, INITIAL LEVEL 290 AND AFTERWARDS ON COURSE TRANSPONDER 5603

00:40:47 (00:30)  
Ground control  
CORRECT, EIGHTEEN LIMA TOWER

00:40:48 (00:31)  
Copilot to control  
ROGER

00:40:50 (00:33)  
Pilot  
LET'S GO TO TOWER

00:40:58 (00:41)  
Copilot to tower  
LIMA TOWER, AEROPERU 603, RUNWAY 15, READY FOR TAKEOFF

00:41:01 (00:44)  
Tower  
AEROPERU 603, USE NOISE ATTENUATION, WIND CALM, YOU ARE AUTHORIZED TO TAKEOFF RUNWAY 15

00:41:07 (00:50)  
Pilot  
ONE FIVE, ONE FIVE, TRANSPONDER.

00:41:13 (00:56)  
Copilot  
FLAPS ONE FIVE, TAKE OFF BRIEFING COMPLETE

00:41:17 (01:00)  
Pilot  
TAKEOFF 41, WHAT A PRECISION... NOT EVEN THE SWISS...

00:41:28 (01:11)  
Copilot  
TIME CHECK

00:41:30 (01:13)  
Pilot  
LET'S GO

00:41:31 (01:14)  
Pilot  
WITH SEVENTEEN EIGHT

00:41:35 (01:18)  
Copilot  
EPR

00:41:37 (01:20)  
Cabin  
(SOUND SIMILAR TO ENGINES ACCELERATING)

00:41:44 (01:27)  
Pilot  
POWER'S SET

00:41:45 (01:28)  
Copilot  
POWER'S SET

00:41:47 (01:31)  
Pilot  
EIGHTY KNOTS

00:41:48 (01:31)  
Copilot  
CHECKED

00:41:57 (01:40)  
Pilot  
V ONE

00:41:58 (01:41)  
Pilot  
  
ROTATE

00:41:01 (01:44)  
Pilot  
V TWO

00:42:02 (01:45)  
Cabin  
(CLICK SOUND )

00:42:03 (01:46)  
Pilot  
POSITIVE

00:42:05 (01:48)  
Copilot  
GEAR UP

00:42:05 (01:48)  
Cabin  
(SOUND SIMILAR TO LANDING GEAR CONTROL MOVING)

00:42:10 (01:53)  
Pilot  
RIGHT, V TWO PLUS TEN

00:42:12 (01:55)  
Copilot  
THE ALTIMETERS ARE STUCK  
*(They observe the first instrument failure. According to the voice recording, copilot Fernandez was in command during take off. Pilot Schreiber will take command 4 minutes later)*

00:42:14 (01:57)  
Cabin  
(SOUND SIMILAR TO WINDSHEAR ALARM - THREE TIMES)

00:42:16 (01:59)  
Cabin  
(SOUND SIMILAR TO WHEELS BREAKING)

00:42:23 (02:06)  
Copilot  
HEY, ALTIMETERS HAVE STUCK

00:42:26 (02:09)  
Pilot  
YEAH

00:42:26 (02:09)  
Copilot  
ALL OF THEM

00:42:28 (02:11)  
Pilot  
THIS IS REALLY NEW... KEEP V TWO PLUS TEN... V TWO PLUS TEN

00:42:35 (02:18)  
Tower  
AEROPERU 603, AIRBORNE 42, CALL EXIT 119.7.

00:42:38 (02:21)  
Pilot  
V TWO PLUS TEN... V TWO PLUS TEN

00:42:40 (02:23)  
Copilot  
THE SPEED...

00:42:41 (02:24)  
Pilot  
EH?

00:42:42 (02:25)  
Copilot  
THE SPEED...

00:42:43 (02:26)  
Pilot  
YEAH RIGHT, V TWO PLUS TEN...

00:42:49 (02:26)  
Pilot  
WHAT HAPPEN, NOT CLIMBING?

00:42:51 (02:34)  
Copilot  
I'M CLIMBING, BUT THE SPEED?

00:42:53 (02:36)  
Pilot  
HOLD IT, NO... KEEP THE SPEED.

00:42:54 (02:37)  
Tower  
  
AEROPERU 603, 119.7.

00:42:57 (02:40)  
Pilot to tower  
603

00:43:00 (02:43)  
Pilot  
POSITIVE, EH, PUT TEN DEGREES, WE ARE DESCENDING.

00:43:06 (02:49)  
Copilot  
RUDDER RATIO  
*(Rudder ratio alarm activates indicating abnormal situation in speed sensors. This warns the pilot to avoid large or abrupt rudder inputs. This is one of the signals that will hold the attention of the pilots during all the emergency)*

00:43:11 (02:54)  
Pilot  
HOW STRANGE...

00:43:15 (02:58)  
Pilot  
TURN TO THE RIGHT...

00:43:19 (03:02)  
Pilot  
WELL... GO UP! GO UP! GO UP! GO UP! GO UP! GO UP!

00:43:22 (03:05)  
Copilot  
I'M...

00:43:23 (03:06)  
Pilot  
?

00:43:26 (03:09)  
Pilot  
GO UP! YOU ARE GOING DOWN... EH, DAVID.

00:43:29 (03:12)  
Copilot  
I AM UP, BUT THE SPEED...

00:43:31 (03:14)  
Pilot  
YEAH, BUT IT'S STUCK... MACH TRIM, RUDDER RATIO... NOW YOU ARE...

00:43:38 (03:21)  
Pilot  
GO UP! GO UP! GO UP! GO UP! GO UP HEADING ONE HUNDRED... EH... IT'S OK, THIS COURSE.

00:43:45 (03:28)  
Copilot  
PUT THE... CLIMB THRUST... CENTER AUTOPILOT IN COMMAND.

00:43:52 (03:35)  
Pilot  
EHH... I DON'T THINK SO... LET ME SEE...

00:43:56 (03:39)  
Copilot  
NO COMMAND... THE SPEED IS BETTER NOW...

00:44:00 (03:43)  
Pilot  
YEAH, SHIT, RUDDER RATIO.  
*(Schreiber keeps busy with the Rudder Ratio alarm)*

00:44:06 (03:49)  
Copilot  
YEAH... I HAVE... LET'S SEE, SOURCE SELECTOR.  
*(Fernandez means selecting an alternate static source of information for instruments)*

00:44:11 (03:54)  
Pilot  
YEAH, SHIT, RUDDER RATIO.

00:44:14 (03:57)  
Copilot  
MACH TRIM, MACH TRIM.  
*(This signal shows when airplane is flying at high speed and the stabilizer stops functioning)*

00:44:16 (03:59)  
Pilot  
THE SPEED... LET'S GO TO BASIC INSTRUMENTS, EVERYTHING HAS GONE SHIT.

00:44:19 (04:02)  
Cabin  
(SOUND SIMILAR TO CAUTION ALARM)

00:44:22 (04:05)  
Cabin  
(SOUND SIMILAR TO ALERT ALARM)

00:44:26 (04:09)  
Copilot to tower  
TOWER, AEROPERU 603

00:44:28 (04:11)  
Pilot  
WE ARE IN EMERGENCY  
*(Schreiber asks copilot to declare emergency)*

00:44:31 (04:14)  
Tower  
AEROPERU 603, TOWER, GO ON

00:44:32 (04:15)  
Copilot to tower  
OK. WE DECLARE EMERGENCY! WE HAVE NO BASIC INSTRUMENTS, NO ALTIMETER, NO SPEEDOMETER, WE DECLARE AN EMERGENCY!

00:44:41 (04:24)  
Tower  
ROGER, ALTITUDE?

00:44:44 (04:27)  
Pilot  
AHH...

00:44:45 (04:28)  
Copilot to tower  
WE DON'T HAVE, WE HAVE UNTIL THOUSAND FEET... APPROXIMATELY 1,700

00:44:50 (04:33)  
Pilot  
1,700

00:44:50 (04:33)  
Tower  
1,000 FEET, ROGER, ROGER, AEROPERU 603, CONFIRM IF YOU CAN CHANGE FREQUENCY 119.7 TO RECEIVE INSTRUCTIONS FROM RADAR CONTROL.

00:45:01 (04:44)  
Copilot  
WE GO TO 119.7.

00:45:02 (04:45)  
Pilot  
AUTO-THROTTLE HAS DISCONNECTED.

00:45:05 (04:48)  
Copilot  
AUTO-THROTTLE HAS DISCONNECTED.

00:45:08 (04:51)  
Pilot  
LET'S SEE, WHAT READS THERE? LET...  
*(Pilot asks Fernandez about indications in the flight manual. Copilot reads)*

00:45:11 (04:54)  
Copilot  
AUTO-THROTTLE DISCONNECT, RUDDER RATIO AND MACH SPEED INDICATOR.

00:45:14 (04:57)  
Pilot  
OK.

00:45:16 (04:59)  
Copilot  
500 FEET, IT'S GRABBING NOW... THESE ASSHOLES FROM MAINTENANCE MOVE EVERYTHING.

00:45:19 (05:02)  
Pilot  
WHAT SHIT HAVE THEY DONE?

00:45:21 (05:04)  
Copilot  
AUTO-THROTTLE , RUDDER RATIO, MACH SPEED TRIM.

00:45:26 (0 ›5:09)  
Copilot to ATC  
LET'S SEE IF YOU HAVE US ON THE RADAR, TOWER, AEROPERU 603.

00:45:32 (05:15)  
Pilot  
I HAVE THE COMMAND, EH... DON'T...  
*(Schreiber takes control)*

00:45:33 (05:16)  
ATC Lima  
AEROPERU 603, LIMA

00:45:36 (05:19)  
Pilot  
AUTOPILOTS HAVE BEEN CONNECTED   
*(Schreiber realizes that the autopilot light is on)*

00:45:38 (05:21)  
Copilot  
NO, NO, THEY ARE DISCONNECTED.

00:45:39 (05:22)  
Pilot  
AH.. ARE THEY ON?

00:45:41 (05:24)  
Copilot  
YES, BUT THEY ARE OFF, ONLY FLIGHT DIRECTOR IS ON.  
*(During the emergency pilot insists several times about autopilots, and even connects them. This bothers copilot Fernandez. They are using flight director for returning to Lima)*

00:45:14 (05:27)  
Copilot to ATC  
LIMA, 603

00:45:46 (05:29)  
Copilot  
SPEED?

00:45:46 (05:29)  
ATC Lima  
603, LIMA

00:45:48 (05:31)  
Pilot  
IT'S MAINTAINING FIVE DEGREES

00:45:51 (05:34)  
Copilot to ATC  
WE REQUEST VECTORS FOR ILS , RUNWAY ONE FIVE.   
*(Fernandez requests indications for coming back, so they will start turning to the sea -west- and later to the north)*

00:45:54 (05:37)  
Pilot  
NOT YET, NOT YET, LET'S STABILIZE.

00:45:56 (05:39)  
ATC Lima  
CORRECT, WE SUGGEST A RIGHT TURN HEADING 330

00:45:59 (05:42)  
Pilot  
LET'S SEE... IF YOU TAKE OUT... RUDDER RATIO, SAYS?

00:45:59 (05:42)  
Cabin  
(A ONE HERTZ SOUND BEGINS AND REMAINS)

00:46:01 (05:44)  
Copilot to ATC  
TURNING RIGHT, COURSE 330

00:45:03 (05:46)  
ATC Lima  
AFFIRMATIVE, AND KEEP PRESENT ALTITUDE

00:46:05 (05:48)  
Pilot  
ALTITUDE? WE CAN'T... WE ARE GOING UP.

00:46:07 (05:50)  
Copilot to ATC  
WHAT LEVEL DO WE HAVE, DO WE HAVE 4,000 FEET? LET'S SEE IF YOU CONFIRM US...

00:46:11 (05:54)  
ATC Lima  
CORRECT, KEEPING 4,000

00:46:15 (05:58)  
Copilot to ATC  
WE ARE KEEPING 4,000

00:46:16 (05:59)  
ATC Lima  
AFFIRMATIVE

00:46:19 (06:02)  
Pilot  
ATTITUDE, JUST ATTITUDE... THE RUDDER RATIO MUST BE... AUTO-THROTTLE DISCONNECT.

00:46:27 (06:10)  
Copilot  
REALLY... WE DON'T HAVE ANY CONTROL.

00:46:30 (06:13)  
Pilot  
WE DON'T HAVE CONTROL, NOT EVEN THE BASICS.

00:46:34 (06:17)  
Pilot  
LET'S SEE, CHECK EVERYTHING

00:46:36 (06:19)  
Copilot  
4,000 FEET

00:46:37 (06:20)  
Pilot  
OK, NEVER MIND, WE KEEP GOING UP.

00:46:40 (06:23)  
Pilot  
WE ARE FLYING WITHOUT SPEED, IT CAN'T BE... LET'S SEE, RESPOND

00:46:46 (06:29)  
Copilot  
SPEED IS ZERO, ALL SPEEDS

00:46:51 [06:34)  
Copilot  
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00:46:54 (06:37)  
Copilot to ATC  
WE AH... THE SPEED, PLEASE, IF YOU HAVE US ON THE RADAR?

00:46:56 (06:39)  
ATC Lima  
YES, AFFIRMATIVE, STAND BY TEN SECONDS, IT SEEMS THAT YOU ARE GOING UP, WITH LEVEL SIX ZERO, AT 22 MILES SOUTH, AND HEADING 195.

00:47:08 (06:51)  
Copilot to ATC  
OK. THAT IS RIGHT, WE HAVE COURSE 190 AND WE HAVE 7,000 FEET ON THE ALTIMETER.

00:47:16 (06:59)  
ATC Lima  
YES, CORRECT, NOW REACHING SEVEN ZERO

00:47:19 (07:02)  
Copilot to ATC  
WE HAVE CONTROL PROBLEMS...   
*(According to investigation they never had control problems, so copilot is probably referring to instruments and indicators problems like rudder ratio and speed trim signals)*

00:47:22 (07:05)  
Pilot  
RUDDER RATIO

00:47:23 (07:06)  
ATC Lima  
OK, ROGER

00:47:25 (07:08)  
Pilot  
LET'S SEE, READ RUDDER RATIO AND MACH TRIM.

00:47:29 (07:12)  
Copilot  
FLIGHT CONTROLS... RUDDER RATIO... 1007

00:47:34 (07:17)  
Pilot  
ARE THERE RUDDER RATIO ON, OR NOT?

00:47:35 (07:18)  
Copilot  
YES

00:47:36 (07:19)  
Pilot  
EH.... YES

00:47:37 (07:20)  
Copilot  
YES, THEY ARE ON

00:47:38 (07:28)  
Pilot  
BOTH

00:47:39 (07:22)  
Copilot  
AVOID LARGE OR ABRUPT...   
*(Fernandez starts reading the manual)*

00:47:38 (07:21)  
ATC Lima  
SAETA TRIPLE ONE YOU ARE IN POSITION "SIGAS", REACHING 3,000 FEET.   
*(Indication from ATC to another plane in frequency)*

00:47:41 (07:24)  
Pilot  
WHAT?

00:47:36 (07 0:19)  
Copilot  
AVOID LARGE OR ABRUPT RUDDER INPUTS, IF NORMAL LEFT HYDRAULIC SYSTEM PRESSURE AVAILABLE....LEFT HYDRAULIC SYSTEM AVAILABLE.... YES, CROSSWIND LIMIT, DO NOT ATTEMPT AN AUTO- LAND, SAYS...

00:47:54 (07:37)  
Pilot  
YEAH, BULLSHIT, WE CAN'T EVEN FLY..!

00:48:00 (07:43)  
Copilot  
I'M TRYING TO SET SPEED...

00:48:02 (07:45)  
Pilot  
BUT WE DON'T EVEN HAVE...

00:48:04 (07:47)  
Copilot  
AIR DATA

00:48:04 (07:47)  
Pilot  
AIR DATA... OK

00:48:07 (07:50)  
Copilot  
ALTERNATE AIR DATA , I AM SETTING IT

00:48:12 (07:55)  
Pilot  
LET'S SEE, OK

00:48:16 (07:59)  
Copilot  
NOTHING. EIGHT THOUSAND... NINE THOUSAND...

00:48:20 (08:03)  
Copilot  
THEY HAVEN'T PUT US ANYTHING

00:48:21 (08:04)  
Pilot  
HERE IT IS...

00:48:22 (08:05)  
ATC Lima  
  
AEROPERU 603, NOW YOU SHOW LEVEL NINE TWO HUNDRED... AH? WHAT IS YOUR COURSE NOW?   
*(They are flying over the sea and will later head north)*

00:48:28 (08:11)  
Pilot  
WE ARE FLYING TWO HUNDRED

00:48:29 (08:12)  
Copilot to ATC  
COURSE TWO ZERO FIVE

00:48:31 (08:14)  
ATC Lima  
AFFIRMATIVE, YOU ARE TURNING SLOWLY TO THE RIGHT, CORRECT?

00:48:35 (08:18)  
Copilot to ATC  
NO, WE ARE KEEPING COURSE TO FLY AWAY FROM THE SHORE

00:48:36 (08:19)  
Pilot  
NO, WE ARE TRYING TO MAINTAIN COURSE... WE WILL TRY TO KEEP TEN THOUSAND FEET... ALTITUDE HOLD, SET IT... TEN THOUSAND FEET.

00:48:45 (08:28)  
Copilot  
FAST IS OUT NOW... FAST... ALTITUDE HOLD

00:48:48 (08:31)  
ATC Lima  
YOUR DISTANCE IS 30 MILES, YOU WANT COURSE FOR PROCEED TO LOCALIZER, RIGHT?

00:48:54 (08:37)  
Copilot to ATC  
CORRECT

00:48:55 (08:38)  
Pilot  
NOT YET, LET'S SOLVE THE PROBLEM.

00:48:56 (08:39)  
ATC Lima  
TURN RIGHT, HEADING 350, WE SUGGEST

00:48:58 (08:41)  
Copilot  
BUT WE ARE GOING AH...

00:48:59 (08:42)  
Pilot  
TAKE THE AUTOPILOTS OUT

00:49:00 (08:43)  
Copilot  
AUTOPILOTS ARE OUT

00:49:01 (08:44)  
Pilot  
YEAH, I KNOW

00:49:03 (08:46)  
Copilot  
IT IS LEVELED NOW

00:49:05 (08:48)  
Pilot  
NO.... GO ON

00:49:06 (08:49)  
Copilot  
WE WILL SET 10 THOUSAND FEET HERE IN THE AUTO...

00:49:08 (08:51)  
Pilot  
VERTICAL SPEED..... NO, NO, DON'T SET VERT SPEED HOLD, HOLD, ALTITUDE HOLD

00:49:14 (08:57)  
Copilot  
IN ELEVEN

00:49:15 (08:58)  
Pilot  
OK, IN ELEVEN THOUSAND FEET

00:49:17 (09:00)  
Copilot  
TWELVE, LET'S PUT TWELVE THEN

00:49:19 (09:02)  
Pilot  
OK. NOW IT'S INDICATING THE SPEED

00:49:21 (09:04)  
Copilot to ATC  
OK. WE ARE RECOVERING SPEED AND WE REQUEST KEEPING 12,000

00:49:28 (09:11)  
Pilot  
FLAPS... EH... FIVE  
*(Pilot realizes that they still have five degrees flaps after take off)*

00:49:31 (09:14)  
Cabin  
(SOUND SIMILAR TO FLAP COMMANDS MOVING)

00:49:28 (09:11)  
ATC Lima  
CORRECT, MAINTAIN LEVEL 120, REPORT STARTING TURN.... COURSE TO THE RIGHT, SUGGESTED COURSE 350

00:49:35 (09:18)  
Copilot to ATC  
ROGER

00:49:39 (09:22)  
Pilot  
DECREASE POWER TO ME

00:49:41 (09:24)  
Pilot  
FLAP UP

00:49:42 (09:25)  
Copilot  
FLAP UP

00:49:44 (09:27)  
Cabin  
(SOUND SIMILAR TO FLAP COMMANDS MOVING)

00:49:46 (09:29)  
Pilot  
TWO TWENTY, WE WILL KEEP TWO TWENTY

00:49:50 (09:33)  
Copilot  
12,000 FEET

00:49:44 (09:27)  
Cabin  
(SOUND SIMILAR TO BEAT)

00:49:52 (09:35)  
Pilot  
GO ON READING

00:49:54 (09:37)  
Copilot  
NOTHING ELSE... THE ONLY THING I MADE IS THE AIR DATA COMP...

00:49:56 (09:39)  
Pilot  
THE AUTO-THROTTLE... THE AUTOPILOT ARE ON

00:49:58 (09:41)  
Copilot  
THEY ARE NOT SET ON

00:49:59 (09:42)  
Pilot  
YES, THEY ARE

00:50:00 (09:43)  
Copilot  
NO, THEY ARE SWITCHED OFF, DO YOU WANT THE AUTO..?

00:50:03 (09:46)  
Pilot  
LET'S SEE, WE DISCONNECT THEM.

00:50:04 (09:47)  
Copilot  
ONE, COMMAND

00:50:06 (09:49)  
Pilot  
YES COMMAND

00:50:06 (09:49)  
Copilot  
CENTER

00:50:07 (09:50)  
Pilot  
OK

00:50:08 (09:51)  
Copilot  
FLAP UP

00:50:09 (09:52)  
Pilot  
OK

00:50:09 (09:52)  
Copilot  
FLAP UP

00:50:11 (09:54)  
Pilot  
OK... TWO

00:50:13 (09:56)  
Cabin  
(SOUND SIMILAR TO ALERT)

00:50:14 (09:57)  
Copilot  
NOW WE ARE OK

00:50:14 (09:57)  
Pilot  
YES, NOW WE ARE OK.

00:50:15 (09:58)  
Copilot  
DO YOU WANT CENTER AUTOPILOT?

00:50:16 (09:59)  
Pilot  
YEAH  
*(Schreiber continued with the idea of connecting the autopilot. According to specialists, he should have discarded that idea and fly manually)*

00:50:17 (10:00)  
Copilot  
  
LET'S PUT THIS

00:50:18 (10:01)  
Pilot  
TAKE THE SPEED OUT FOR ME

00:50:20 (10:03)  
Copilot  
CENTER AUTOPILOT

00:50:21 (10:04)  
Cabin  
(SOUND UNKNOWN)

00:50:25 (10:08)  
Copilot  
PULL HERE

00:50:28 (10:11)  
Pilot  
KEEP TRYING

00:50:29 (10:12)  
Copilot  
THERE IS NO AUTO-THROTTLE

00:50:30 (10:13)  
Pilot  
THERE IS NO AUTO-THROTTLE

00:50:33 (10:16)  
Copilot  
THERE IS NO AUTO-THROTTLE

00:50:34 (10:17)  
Cabin  
(SOUND SIMILAR TO ALERT)

00:50:35 (10:18)  
Pilot  
THE SPEED... AUTOPILOT OFF

00:50:36 (10:19)  
Copilot  
AIRSPEED... AUTOPILOT OFF

00:50:38 (10:21)  
Pilot  
AT TWO TWENTY WE WILL KEEP MANUAL

00:50:40 (10:23)  
Copilot  
OK

00:50:41 (10:24)  
Pilot  
WHY DON'T DISCONNECT THE...

00:50: 44 (10:27)  
Copilot  
DO YOU WANT TO DISCONNECT THEM?

00:50:45 (10:28)  
Pilot  
SURE

00:50:46 (10:29)  
Copilot  
THEY ARE DISCONNECTED, ONLY FLIGHT DIRECTOR IS ON

00:50:49 (10:32)  
Pilot  
CORRECT

00:50:51 (10:34)  
Copilot  
OK, TWO TWENTY, A LITTLE MORE SPEED

00:50:53 (10:36)  
Pilot  
OK

00:50:54 (10:37)  
Copilot  
THE AUTO-THROTTLE IS GONE, DISCONNECT

00:50:56 (10:39)  
ATC Lima  
AEROPERU 603, YOU ARE 40 MILES FROM LIMA AND ACCORDING WITH INFORMATION ON SCREEN AT LEVEL 1-2-0, APPROXIMATE SPEED OVER THE GROUND IS 310 KNOTS.  
*(For the first time Control delivers speed information. This is not coming from the transponder, but from calculation of change of position and time.)*

00:51:09 (10:52)  
Pilot  
ROGER, WE ARE AT 12,000 FEET AND WE HAVE RECOVER SPEED NOW

00:51:10 (10:53)  
Copilot to ATC  
ROGER... WE ARE... WE ARE AT 12,000 FEET, KEEPING SPEED, WE HAVE TWO THIRTY AND ARE TURNING TO COURSE THREE THIRTY †

00:51:18 (11:01)  
ATC Lima  
OK. ROGER

00:51:22 (11:05)  
Copilot  
RUDDER RATIO FOLLOWS..... MACH SPEED TRIM

00:51:25 (11:08)  
Pilot  
OK. LET'S SEE AH... READ ALL THAT... AUTO-THROTTLE IS CONNECT, COMMAND, 12,000 FEET HERE, CORRECT

00:51:34 (11:17)  
Copilot  
12,000 FEET

00:51:37 (11:20)  
Copilot  
AH... AUTO FLIGHT, NOW WHAT? AUTO-THROTTLE, RUDDER RATIO, I READ IT ALREADY... MACH SPEED TRIM, MACH SPEED IS IN NAVIGATION, FLIGHT INSTRUMENTS, FLIGHT INSTRUMENTS, AUTO FLIGHT, AUTO FLIGHT, ALTITUDE ALERT, AUTOPILOT DISCONNECT, RUDDER RATIO, OK

00:51:58 (11:41)  
Pilot  
HEY, SHIT, WE ARE GOING DOWN NOW!

00:52:00 (11:43)  
Cabin  
(SOUND SIMILAR TO ALERT)

00:52:01 (11:44)  
Pilot  
HEY, SHIT, THIS AUTO-THROTT...THE AUTOPILOT IS FUCK OFF!

00:52:05 (11:48)  
Copilot  
SPEED, ALTITUDE ALERT, AUTOPILOT DISCONNECT...

00:52:10 (11:53)  
Pilot  
THREE THIRTY

00:52:12 (11:55)  
Copilot  
...AUTO PILOT INOPERATIVE, FLIGHT INSTRUMENTS SWITCH, MACH SPEED, I DON'T FIND THAT MACH SPEED TRIM... SPEED, WE HAVE SPEED PROBLEMS, INSTRUMENT SOURCE SELECTOR, FLIGHT DIRECTOR

00:52:27 (12:10)  
Pilot  
IT CAN'T BE. HEY, THE SPEED, LOOK. THE POWER WE HAVE... IT CAN'T BE!

00:52:32 (12:15)  
Copilot  
IT CAN'T BE, IT'S TRUE, IT'S WRONG... THREE THIRTY THIS ONE HERE

00:52:36 (12:19)  
Pilot  
YES, BUT THEY ARE EVEN, AREN'T THEY?

00:52:38 (12:21)  
Copilot  
OK, SET YOURS ON ALTERNATE AIR DATA, THE ONE DOWN THERE, THE LOWER BUTTON

00:52:43 (12:26)  
Pilot  
THE LOWER ONE...

00:52:43 (12:26)  
Copilot  
THE LOWER ONE, THE LOWER ONE, THE LOWER ONE, THE LOWER ONE, THAT LAST ONE... AIR DATA THERE IT IS.

00:52:48 (12:31)  
Copilot  
OH, SHIT. WORST

00:52:50 (12:33)  
Copilot  
YOUR ALTIMETER GOES TO SHIT!

00:52:52 (12:35)  
Pilot  
FUCK..! BASIC INSTRUMENTS, LET'S GO TO BASIC INSTRUMENTS!

00:52:59 (12:42)  
Copilot  
BASIC INSTRUMENTS

00:53:01 (12:44)  
Pilot  
EH.... THE AIR DATA GONE SHIT THERE

00:53:03 (12:46)  
Cabin  
(SOUND OF BEAT)

00:53:05 (12:48)  
Copilot  
I'LL FILL HERE THE DEPARTURE AND ARRIVAL... ILS RUNWAY 15... INSERT.   
*(This shows that the computers were active. Fernandez sets information needed for landing. Even when he knows that the air data has problems, Fernandez concentrates in landing procedures. Schreiber on the contrary, is concern with indicators)*

00:53:14 (12:57)  
Pilot  
OK. YOURS IS SCREWED UP... THE AIR DATA.

00:53:17 (13:00)  
Copilot  
TWO FOUR EIGHT, TWO FOUR EIGHT, NINETEEN SEVEN

00:53:21 (13:04)  
Pilot  
WE ARE WITH 330

00:53:22 (13:05)  
Copilot  
WITH THREE THIRTY

00:53:23 (13:06)  
Pilot  
EH...

00:53:24 (13:07)  
Copilot  
AND HOLDING...

00:53:26 (13:09)  
Pilot  
DO THE DESCENDING FOR ME

00:53:27 (1 3:10)  
ATC Lima  
AEROPERU 603 YOU ARE AT 40 MILES, CORRECT, FLYING PARALLEL COURSE 330, YOU ARE FLYING LEFT COURSE ABOUT TO INTERSECT WEST OF LIMA.

00:53:35 (13:18)  
Copilot  
IT IS FALLING.

00:53:40 (13:23)  
Copilot to ATC  
CORRECT, WE REQUEST VECTORS FROM THIS MOMENT ON

00:53:44 (13:27)  
Pilot  
WE ARE GOING TO STABILIZE AND... LET'S SEE... WE SET THE LEFT

00:53:48 (13:31)  
Copilot  
LEFT

00:53:49 (13:32)  
ATC Lima  
ROGER, WE SUGGEST COURSE THREE SIX ZERO

00:53:54 (13:37)  
Copilot to ATC  
THREE SIX ZERO

00:54:01 (13:44)  
ATC Lima  
THE LIMA VOR, DO YOU RECEIVE IT OK?

00:54:03 (13:46)  
Copilot to ATC  
AFFIRMATIVE

00:54:04 (13:47)  
Pilot  
YES, YES WE ARE

00:54:06 (13:49)  
ATC Lima  
CORRECT, IN CASE OF LOOSING COMMUNICATIONS, CROSSING RADIAL 315, TURN RIGHT TO INTERCEPT LOCALIZER AND TO COMPLETE DE ILS, YOU CAN DESCENT UP TO 4,000 FEET

00:54:09 (13:52)  
Pilot  
THERE IS NO FLIGHT DIRECTOR.. NO AUTO-THROTTLE EITHER... AND WHERE... WHERE IS THIS GOING UP?

00:54:25 (14:08)  
Cabin  
(SOUND SIMILAR TO ENGINES ACCELERATING)

00:54:28 (14:11)  
Copilot to ATC  
OK. I UNDERSTAND, FOR... THREE ONE FIVE, TURN RIGHT TO INTERCEPT LOCALIZER AH... WE STILL DON'T HAVE... AH...

00:54:37 (14:20)  
Pilot  
AUTO-THROTTLE OFF. HEY, YOU KNOW, IT'S..!

00:54:41 (14:24)  
Copilot  
IT'S FALLING!

00:54:42 (14:25)  
Pilot  
SHIT, YEAH!

00:54:44 (14:27)  
Copilot  
IT'S GOING UP TO MUCH

00:54:48 (14:31)  
Pilot  
IT DOESN'T DIS... APPARENTLY DOESN'T DISCONNECT THE AUTO...

00:54:50 (14:33 ‰)  
Cabin  
(SOUND SIMILAR TO ALERT)

00:54:52 (14:35)  
Copilot  
AUTOPILOT DISCONNECTED, BETTER IF WE CONTROL IT ON BASICS, ISN'T IT?

00:54:57 (14:40)  
Pilot  
LET'S SEE THE TRIM

00:54:58 (14:41)  
ATC Lima  
ACCORDING TO PRESENTATION YOU ARE CROSSING RADIAL 230 FROM LIMA, DISTANCE WEST SOUTHWEST IS 37 MILES

00:55:07 (14:50)  
Cabin  
(SOUND SIMILAR A ALARM DE PRECAUTION)

00:55:07 (14:50)  
Copilot to ATC  
CORRECT... WE WILL... WE HAVE PROBLEMS HERE FOR READING INSTRUMENTS, YOU WILL HAVE TO HELP US IN ALTITUDES AND SPEED IF POSSIBLE

00:55:17 (15:00)  
ATC Lima  
OK, ROGER

00:55:21 (15:04)  
Copilot to ATC  
UNTIL WE REACH THE LOCALIZER BEAM AND WE WILL NAVIGATE SOME 30 MILES NORTH OF THE LOCALIZER OF LIMA VOR TO CENTER IN THE ILS

00:55:30 (15:13)  
Pilot  
LET'S SEE... IF YOU SET THE ILS?

00:55:34 (15:17)  
ATC Lima  
AFFIRMATIVE, ROGER

00:55:38 (15:21)  
Pilot  
IT DOESN'T HAVE ALT HOLD... SET THE APPROACH, PLEASE

00:55:41 (15:24)  
Copilot  
I DID IT, I DID IT

00:55:42 (15:25)  
Pilot  
THEN LET'S GO

00:55:44 (15:27)  
Copilot  
OK THE APPROACH... SET IT IN SMALL ONLY... SPEED, THIS IS THE SHIT THAT WILL... US

00:55:52 (15:35)  
Pilot  
LET'S SEE, WE WILL TRY TO GO DOWN, OK WITH THIS COURSE AND... WHY IT DOESN'T APPEAR... AH... OK, OK

00:55:58 (15:41)  
Copilot  
NOW I HAVE...

00:56:00 (15:43)  
Pilot  
I'LL TRY TO GO DOWN WITH EVERYTHING CUT... AH... OK.

00:56:09 (15:52)  
Copilot  
IT'S GOING UP

00:56:12 (15:55)  
Pilot  
LET'S GO DOWN TO TEN THOUSAND FEET... WHY DOES SPEED GETS SO HIGH? IS IT THE REAL SPEED?

00:56:21 (16:04)  
Copilot  
THIS IS WHAT WORRIES Æ ME... NO, I DON'T THINK SO...

00:56:28 (16:11)  
Pilot  
IT CAN'T BE... THEN... RUDDER RATIO, MACH TRIM... THEN IF THERE IS NOT THAT... MACH SPEED TRIM?

00:56:36 (16:19)  
Copilot  
NO, THERE IS NO MACH SPEED TRIM... I DON'T FIND... LET'S SEE, KEEP FLYING IT. IT WILL...

00:56:42 (16:25)  
Pilot  
YEAH

00:56:45 (16:28)  
Copilot  
IT'S CUT AND THE SPEED CONTINUES...

00:56:47 (16:30)  
Copilot to ATC  
CAN YOU TELL US THE SPEED, PLEASE?

00:56:49 (16:32)  
ATC Lima  
IT INDICATES 320

00:56:52 (16:35)  
Pilot  
WE HAVE 3500 BUT NO....

00:56:53 (16:36)  
Copilot to ATC  
CORRECT, WE HAVE ALL ENGINES CUT AND IT'S ACCELERATING... ACCELERATING.

00:56:59 (16:42)  
ATC Lima  
OK, ROGER

00:57:00 (16:43)  
Copilot  
TAKE THE SPEED BRAKE OUT.

00:57:02 (16:45)  
Pilot  
NO... EH... NO. LET'S SEE, MAY BE... LET'S SEE, TAKE OUT...

00:57:05 (16:48)  
Copilot  
SPEED IS OK. ALL THREE INDICATOR ARE OK IN SPEED... FAST, FAST.

00:57:10 (16:53)  
Cabin  
(SOUND SIMILAR TO ALERT FOR 10 SECONDS)

00:57:12 (16:55)  
Copilot  
OVERSPEED... TAKE THEM OUT  
*(FDR analysis show that there was no overspeed. Overspeed alarm activated due to misinformation provided by air data computer depending on static ports)*

00:57:18 (17:01)  
Copilot  
WARNING

00:57:22 (17:05)  
Copilot  
RUDDER RATIO   
*(Rudder ratio alarm activates again. Confusion increases with the overspeed alarm on when engines are cut down)*

00:57:22 (17:05)  
Pilot  
IT CAN'T BE... RUDDER RATIO ONLY AND THERE IS RUDDER RATIO...THERE IS NOT AND IT DOESN'T DISCONNECT NOTHING

00:57:30 (17:13)  
Copilot  
ALL ENGINE INSTRUMENTS ARE OK, ALL ENGINE INSTRUMENTS ARE OK, SHIT!

00:57:34 (17:17)  
Pilot  
WHAT WOULD BE THE REAL SPEED?

00:57:38 (17:21)  
Copilot  
THIS ONE IS OK. THEY ARE OK THE SPEED... AIRSPEED

00:57:42 (17:25)  
Pilot  
BUT WITH ALL POWER CUT DOWN, IT CAN'T BE, WITH ALL CUT DOWN... THERE'S A PROBLEM WITH THE SOURCE INSTRUMENT

00:57:52 (17:35)  
Copilot  
INSTRUMENT SOURCE, SELECTOR, FLIGHT DIRECTOR, CENTER

00:57:58 (17:41)  
Pilot  
THE SAME, NOTHING CHANGES HERE

00:57:59 (17:42)  
Copilot  
NOTHING CHANGES

00:58:00 (17:43)  
Pilot  
NAV

00:58:13 (17:56)  
Pilot  
LET'S SEE, HOW MANY MILES... AT 30 MILES FROM LIMA, WE START DESCENDING WITH SPOILERS AND FLIGHT LEVEL CHANGE

00:58:25 (18:08)  
Cabin  
(SOUND OF BEAT)

00:58:29 (18:12)  
Copilot  
SPEED WILL BE...

00:58:32 (18:15)  
Pilot  
WE WILL SET TWO FIFTY

00:58:37 (18:20)  
ATC Lima  
YOU ARE CROSSING THE 260 OF LIMA, AT 31 MILES WEST. FLIGHT LEVEL IS 100 PLUS SEVEN HUNDRED, AND APPROXIMATE SPEED IS 280 OVER THE GROUND

00:58:52 (18:35)  
Pilot  
YEAH... PERFECT

00:58:53 (18:36)  
Copilot to ATC  
YEAH, BUT WE HAVE AN INDICATION OF 350 KNOTS HERE

00:58:56 (18:39)  
Pilot  
LET'S PUT

00:58:58 (18:41)  
ATC Lima  
ROGER

00:59:04 (18:47)  
Pilot  
WHY ARE THESE MORE CLEAR?

00:59:08 (18:52)  
Cabin  
(A TWO TONE OVER SPEED ALARM TRIGGERS AND WILL KEEP ON UNTIL THE END OF THE RECORDING)  
00:59:10 (18:53)  
Pilot  
OVERSPEED

00:59:11 (18:54)  
Pilot  
FUCKING SHIT! I HAVE SPEED BRAKES. EVERYTHING HAS GONE, ALL INSTRUMENTS WENT TO SHIT EVERYTHING HAS GONE ALL OF THEM...   
*(Until that moment he has kept the air brakes activated, that's why he does not understand why speed has not decreased. But the truth is that the speed decreased even to a dangerous level. So 17 seconds after the overspeed warning and while it was on, the shaker alarm activates indicating stall warning)*

00:59:27 (19:10)  
Cabin  
(SOUND OF STALL WARNING ALARM)

00:59:29 (19:12)  
Copilot  
WE ARE GOING DOWN..!

00:59:32 (19:15)  
Pilot  
AH...

00:59:34 (19:17)  
Copilot  
I DON'T THINK SO... IT CAN'T BE OVERSPEED.

00:59:35 (19:18)  
Cabin  
(SOUND OF STALL WARNING ALARM)

00:59:37 (19:20)  
Copilot  
WE ARE FLYING... LOOSING OF...

00:59:41 (19:24)  
Cabin  
(SOUND OF STALL WARNING ALARM)

00:59:45 (19:28)  
Copilot to ATC  
  
IS THERE ANY POSSIBILITIES OF...

00:59:46 (19:29)  
Cabin  
(SOUND OF STALL WARNING ALARM)

00:59:48 (19:31)  
Copilot to ATC  
WE STILL HAVE OVERSPEED.

00:59:49 (19:32)  
Pilot  
BUT WITH SPOILERS.. ALL OF THE...

00:59:51 (19:34)  
ATC Lima  
CORRECT, RESCUE HAS BEEN WARNED...

00:59:55 (19:38)  
Copilot to ATC  
WE REQUEST... IS THERE ANY AIRPLANE THAT CAN TAKE OFF TO RESCUE US?

01:00:05 (19:48)  
Pilot  
EH?... WAIT, NO, NO, NO, NO.

01:00:06 (19:49)  
ATC Lima  
YES, CORRECT, WE ARE GOING TO COORDINATE IMMEDIATELY, IT'S BEING COORDINATED IMMEDIATELY.

01:00:12 (19:55)  
Copilot to ATC  
ANY PLANE THAT CAN GUIDE US, AN AEROPERU THAT MAY BE AROUND? ...SOMEBODY?

01:00:17 (20:00)  
Pilot  
DON'T TELL HIM ANYTHING ABOUT THAT!

01:00:19 (20:02)  
Copilot  
YES, BECAUSE RIGHT NOW WE ARE STALLING...

01:00:21 (20:04)  
ATC Lima  
ATTENTION, WE HAVE A 707 THAT WILL DEPART TO PUDAHUEL (SCL), WE ARE TELLING HIM.

01:00:22 (20:05)  
Pilot  
WE ARE NOT STALLING! IT'S FICTITIOUS, IT'S FICTITIOUS.  
*(Pilot thinks that stall is not true. Schreiber is looking at the speedometers that indicate overspeed, which was wrong because the plane was loosing speed and air brakes were increasing lack of sustentation)*

01:00:25 (20:08)  
Copilot  
NO! IF WE HAVE SHAKER HOW WOULD IT BE NOT...

01:00:27 (20:10)  
Pilot  
SHAKER... BUT IT IS... EH... BUT EVEN WITH SPEED BRAKES ON WE ARE MAINTAINING 9.500... WHY DO WE READ THE SAME..? I DON'T UNDERSTAND... POWER. WHAT POWER DO WE HAVE?   
*(Schreiber still believes in the altimeter when the stall alarm sounds. At that moment they check engine power that doesn't match with the 395 knots of indicated speed)*

01:00:47 (20:30)  
Copilot  
THREE HUNDRED AND NINETY FIVE, FORTY TWO, N ONE K

01:00:49 (20:32)  
Pilot  
EFIS, IRS, AIR DATA, AIR DATA... HAVE YOU CHANGED THE AIR DATA?... LET'S SEE...

01:00:53 (20:36)  
Copilot  
LET'S SEE MY AIR DATA

01:00:54 (20:37)  
Pilot  
RELEASE YOUR AIR DATA

01:00:57 (20:40)  
Copilot  
IT'S COMING BACK, LOOK... MY SPEEDOMETER IS COMING BACK.

01:01:02 (20:45)  
Pilot  
NO, IT HAS GONE TO OFF

01:01:04 (20:47)  
Copilot  
IT HAS GONE TO OFF

01:01:14 (20:57)  
ATC Lima  
AEROPERU 603 YOU HAVE TURNED SLIGHTLY TO THE LEFT, NOW YOU ARE HEADING 320 AND YOUR LEVEL IS 100, APPROXIMATE SPEED OF 220 KNOTS AND A DISTANCE OF 32 MILES NORTHWEST OF LIMA.

01:01:16 (20:59)  
Cabin  
(SOUND SIMILAR TO DOUBLE ALERT ALARM)

01:01:19 (21:02)  
Copilot  
YOU ARE GOING DOWN!... EH... ONE, ZERO, ZERO TO RUNWAY, LOOK!

01:01:32 (21:15)  
Copilot  
LET'S PROGRAM I THINK... EH...

01:01:35 (21:18)  
Copilot to ATC  
WE HAVE A PROBLEM HERE...

01:01:36 (21:19)  
Cabin  
(SOUND SIMILAR TO RIBBON BEING TORN APART)

01:01:38 (21:21)  
Copilot  
OVERSPEED... IT DOESN'T CUT... THE OVERSPEED... WHERE IS THE OVERSPEED! WHERE IS THE OVERSPEED WARNING, SHIT!

01:01:46 (21:29)  
Pilot  
NINE THOUSAND FEET IF IT INDICATES YOU... IT'S FICTITIOUS EVERYTHING IS FICTITIOUS, ALL THE PITOT HAS GONE, THE AIR DATA HAS GONE TO SHIT

01:01:54 (21:37)  
ATC Lima  
AEROPERU 603, YOUR BASE IS INFORMING (ASKING) IF YOU HAVE BOTH COMPUTER SYSTEMS OUT OF SERVICE

01:02:00 (21:43)  
Copilot to ATC  
WE HAVE... NO INSTRUMENT IS WORKING AS SPEEDOMETER, WE HAVE OVERSPEED ALARM AND NO... APPARENTLY IT IS NOT....

01:02:09 (21:52)  
ATC Lima  
ROGER, LIMA

01:02:11 (21:54)  
Copilot to ATC  
...HAVING OVERSPEED SHAKER... ¸

01:02:13 (21:56)  
Copilot  
THE FAST FORWARD IS INDICATING TO HIGH SPEED

01:02:16 (21:59)  
Copilot to ATC  
WE HAVE ENGINES CUT DOWN AND DOESN'T DESACCELERATE APPARENTLY...

01:02:19 (22:02)  
Pilot  
APPARENTLY

01:02:20 (22:03)  
ATC Lima  
ROGER

01:02:23 (22:06)  
Copilot  
LET'S SEE. ACCELERATE ONE ENGINE... NO, IT EJECTS IT BACK

01:02:30 (22:13)  
Pilot  
BECAUSE THE AUTO-THROTTLE IS ON.

01:02:33 (22:16)  
Copilot  
AUTO-THROTTLE OFF

01:02:34 (22:17)  
Cabin  
(SOUND SIMILAR TO ALERT ALARM)

01:02:37 (22:20)  
Copilot  
LET'S SEE... ACCELERATE!

01:02:41 (22:24)  
ATC Lima  
THE 707 WILL BE READY IN SOME 15 MINUTES TO FLY WEST IN YOUR HELP.

01:02:44 (22:27)  
Cabin  
(SOUND OF MECHANICAL ALERT VOICE "TOO LOW TERRAIN" FOR 45 SECONDS, 22 TIMES)

01:02:46 (22:29)  
Pilot  
WHAT HAPPEN?

01:02:49 (22:32)  
Copilot  
TOO LOW TERRAIN   
*(Pilots could have use the radio altimeters that are not subordinated to the static ports, but they didn't do it)*

01:02:51 (22:34)  
Pilot  
BUT... LET'S GO LEFT   
*(Pilot assumes they are over ground)*

01:02:59 (22:42)  
Copilot to ATC  
WE HAVE TERRAIN ALARM, WE HAVE TERRAIN ALARM!

01:03:20 (23:03)  
Cabin  
(SOUND OF MECHANICAL VOICE OF "WINDSHEAR" ALARM, THREE TIMES)

01:03:24 (23:07)  
Cabin  
(SOUND OF MECHANICAL ALERT VOICE "TOO LOW TERRAIN")

01:03:03 (22:46)  
ATC Lima  
ROGER, ACCORDING TO MONITOR... IT INDICATES FLIGHT LEVEL ONE ZERO ZERO, OVER THE SEA, HEADING A NORTHWEST COURSE OF 300

01:03:12 (22:55)  
Copilot to ATC  
WE HAVE TERRAIN ALARM AND WE ARE SUPPOSED TO BE AT 10,000 FEET?

01:03:24 (23:07)  
Pilot  
SHIT, WE HAVE EVERYTHING

01:03:31 (23:14)  
Cabin  
(SOUND OF MECHANICAL VOICE OF "WINDSHEAR" ALARM, THREE TIMES)

01:03:17 (23:00)  
ATC Lima  
ACCORDING TO MONITOR YOU HAVE ONE, ZERO, FIVE.

01:03:23 (23:06)  
Copilot to ATC  
WE HAVE ALL COMPUTERS CRAZY HERE...

01:03:34 (23:17)  
Pilot  
SHIT, WHAT THE HELL THESE ASSHOLES HAVE DONE.

01:03:28 (23:11)  
ATC Lima  
ROGER AEROPERU 603, IT SHOWS THAT YOU ARE TURNING LEFT, YOU ARE AIMING TO THE WEST.

01:03:34 (23:17)  
Copilot to ATC  
I DON'T UNDERSTAND

01:03:36 (23:19)  
ATC Lima  
IT SHOWS THAT YOU ARE TURNING LEFT, YOU ARE AIMING TO THE WEST.

01:03:41 (23:24)  
Copilot to ATC  
AFFIRMATIVE, WE ARE HEADING 250, BUT WE ARE GOING OVER THE SEA BECAUSE WE HAVE LOW TERRAIN ALARM...

01:03:42 (23:25)  
Pilot  
WE ARE GOING TO THE SEA

01:03:47 (23:30)  
ATC Lima  
YES, AFFIRMATIVE. IT SHOWS THAT YOU ARE AT 42 MILES, FLYING WITH COURSE WEST, COURSE 250 HEADING WEST ³

01:03:54 (23:37)  
Copilot to ATC  
WE ARE OVER WATER, AREN'T WE?

01:03:56 (23:40)  
Cabin  
(SOUND OF ALERT ALARM)  
01:03:57 (23:40)  
ATC Lima  
AFFIRMATIVE, OVER THE WATER, YOU ARE 42 MILES WEST

01:04:00 (23:43)  
Copilot to ATC  
OK.

01:04:04 (23:47)  
Pilot  
ARE WE GOING DOWN NOW?

01:04:04 (23:47)  
Copilot to ATC  
WE DON'T HAVE... WE HAVE LIKE 370 KNOTS, ARE WE DESCENDING NOW?

01:04:10 (23:53)  
ATC Lima  
IT SHOWS THE SAME SPEED... YOU HAVE 200 SPEED APPROXIMATELY

01:04:13 (23:56)  
Copilot to ATC  
200 OF SPEED?

01:04:15 (23:58)  
ATC Lima  
220 OF SPEED OVER THE GROUND, REDUCING SPEED SLIGHTLY

01:04:22 (24:05)  
Pilot  
SHIT! WE WILL STALL NOW...

01:04:24 (24:07)  
Cabin  
(SOUND OF MECHANICAL ALERT VOICE "SINK RATE" FOUR TIMES) (SOUND OF ALERT ALARM)  
*(The sink rate alarm activates due to a high rate of descend. This alarm is not related with static ports.)*

01:04:32 (24:15)  
Copilot  
LET'S GO UP, LET'S SEE. LET'S GO UP HERE.   
*(They avoid stalling. Aircraft climbs to 2,400, descends to 1,300, then goes to 4,000 feet. Even with these changes, altimeters keep showing above 9,000. At that point the ground alarm is off and they think that flight level is 10,000 feet.)*

01:04:36 (24:19)  
Pilot  
ARE YOU GRABBING?

01:04:37 (24:20)  
Copilot  
NO

01:04:38 (24:21)  
Pilot  
NO

01:04:39 (24:22)  
Copilot  
LET'S GO UP A LITTLE TO SEE...

01:04:40 (24:23)  
Pilot  
YES, YES I AM...

01:04:42 (24:25)  
Copilot  
OVERSPEED, THIS SHIT

01:04:46 (24:29)  
Pilot  
THE OVERSPEED NO, THIS... EH... CABIN ALTITUDE ALERT, MACH, NOW WE MUST...

01:04:58 (24:41)  
Copilot  
SHIT

01:05:03 (24:46)  
Pilot  
EH... READ ONE BY ONE , I FLIGHT HERE... AND 45 MILES... YOU READ, YOU MAKE THE EMERGENCY

01:05:14 (24:57)  
Copilot  
OVERSPEED... FUCK... GO HIGHER

01:05:24 (25:07)  
Pilot  
THESE SONS OF A BITCH

01:05:27 (25:10)  
Copilot  
YOUR SPEAKER, LET'S SEE...

01:05:30 (25:13)  
Copilot  
OVERSPEED AGAIN

01:05:40 (25:23)  
Copilot  
I DON'T HAVE OVERSPEED... I DON'T HAVE OVERSPEED...

01:05:49 (25:32)  
Copilot  
AUTO-THROTTLE, CABIN ALTITUDE INOPERATIVE

01:05:52 (25:35)  
ATC Lima  
AEROPERU 603, YOU ARE AT 50 MILES FROM LIMA FLYING WEST, COURSE 270, WITH LEVEL 100

01:06:01 (25:22)  
Pilot  
OK... LET'S GO BACK, LETS SET COURSE HUNDRED... HUNDRED...   
*(As they felt that the emergency was under control, Schreiber decides to go back to Lima and initiate descending procedure)*

01:06:03 (25:46)  
Copilot to ATC  
AH... AFFIRMATIVE, WE ARE SETTING COURSE 360

01:06:07 (25:50)  
ATC Lima  
OK. ROGER, CORRECT

01:06:09 (25:52)  
Copilot to ATC  
AH...DO YOU HAVE SPEED?

01:06:10 (25:53)  
ATC Lima  
YES, IT SHOWS A SPEED OF APPROXIMATELY 300 KNOTS D

01:06:15 (25:58)  
Copilot to ATC  
WHAT ABOUT SOME PLANE THAT CAN GIVE US...

01:06:18 (26:01)  
ATC Lima  
CORRECT, A BOEING 707 HAS BEEN COORDINATED, IT WILL BE READY IN ABOUT 15 MINUTES, THE TOWER INFORMED SOME MINUTES AGO.

01:06:30 (26:13)  
Copilot  
AUTOPILOT, OVERSPEED, I DON'T FIND OVERSPEED   
*(Copilot keeps reading the manual looking for overspeed indications)*

01:06:34 (26:17)  
Pilot  
HOW DO WE KNOW THE SPEED WE HAVE?

01:06:37 (26:20)  
Copilot  
FAST, FAST

01:06:46 (26:29)  
Copilot  
HORIZONS ARE OK...

01:06:47 (26:30)  
Pilot  
EH?

01:06:48 (26:31)  
Copilot  
HORIZONS ARE RIGHT, ITS THE ONLY THING THAT IS RIGHT

01:06:51 (26:34)  
Pilot  
FLIGHT LEVEL CHANGE

01:07:00 (26:43)  
Copilot  
APU, ENGINES, AUTOFLIGHT, APU ENGINES, AUTO-FLIGHT INSTRUMENTS, CARGO FIRE, DITCHING, EMERGENCY EQUIPMENT, PASSENGER EVACUATION, ELECTRICAL, F |LIGHT CONTROLS, FUEL, HYDRAULIC ICE AND RAIN, LANDING GEAR, FLIGHT INSTRUMENTS, AUTO-THROTTLE DISCONNECT... LET'S SEE IF WE PUT THE...

01:07:24 (27:07)  
Pilot  
CABIN ALT INOPERATIVE

01:07:25 (27:08)  
Copilot  
YEAH, NEVER MIND, LET'S PUT IN MANUAL, TO GO DOWN MANUAL ZERO TEN, THAT'S IT

01:07:39 (27:22)  
Copilot  
AUTO DISCONNECT... 390 KNOTS SAYS HERE, EH... ON THE AIRSPEED INDICATOR

01:07:46 (27:29)  
Pilot  
YEAH

01:07:49 (27:32)  
Copilot  
I'LL TRY TO INTERCEPT THE ILS, I'M TRYING TO GO DOWN

01:08:03 (27:46)  
Copilot to ATC  
LIMA, AEROPERU 603, WE WILL TRY TO INTERCEPT THE ILS, LET'S SEE IF YOU TELL US IF WE ARE IN...

01:08:07 (27:50)  
Cabin  
(SOUND SIMILAR TO CAUTION ALARM)

01:08:09 (27:52)  
ATC Lima  
ROGER, AEROPERU 603, YOU SHOW NOW LEVEL NINE SEVEN HUNDRED

01:08:15 (27:58)  
Copilot  
THAT IS RIGHT

01:08:16 (27:59)  
ATC Lima  
STAND BY TO VERIFY SPEED. THE 707 IS ABOUT TO TAKE OFF. IT IS STARTING TO MOVE

01:08:18 (28:01)  
Pilot  
THIS IS FUCK OFF

01:08:23 (28:06)  
Copilot to ATC  
VERIFY THE SPEED, IT IS VERY IMPORTANT, WE DON'T HAVE SPEED ON BOARD

01:08:27 (28:10)  
ATC Lima  
CORRECT YOU ARE STARTING TURN AND IT SHOWS A VELOCITY OF 270 GROUND SPEED

01:08:31 (28:14)  
Copilot  
NOT SO MUCH, THERE IT IS ERIC, 270 IS FINE   
*(Fernandez asks pilot not to increase speed that is being set to one of the instruments)*

01:08:41 (28:24)  
Pilot  
ALERTS, ALTITUDE ALERTS

01:08:44 (28:27)  
Copilot  
ALTITUDE, AUTOPILOT, DON'T PUT ANY AUTOPILOT, CAPTAIN... ALT ALERT, AUTOPILOT DISCONNECT...

01:08:50 (28:33)  
Pilot  
LET'S GO TO "SIGAS"

01:08:52 (28:35)  
Copilot  
...AUTOPILOT DISCONNECT, ZERO SIX ZERO THREE

01:08:56 (28:39)  
Pilot  
ASK HIM TO TELL US...

01:08:56 (28:39)  
Copilot  
AUTO PILOT DISCONNECT... CREW AWARENESS NOTHING ELSE SAYS... AUTOPILOT INOPERATIVE, AUTO THROTTLE DISCONNECT... CREW AWARENESS

01:09:00 (28:43)  
Cabin  
(SOUND SIMILAR TO CAUTION ALARM)

01:09:03 (28:46)  
Copilot  
ALT, ALERT, CABIN INOPERATIVE, RUDDER RATIO, THERE IS NOTHING NEW... BUT THE OVERSPEED...

01:09:09 (28:52)  
ATC Lima  
COURSE TO INTERCEPT LOCALIZER. APPROXIMATELY AT 30 MILES YOU MUST FLY HEADING 070 APPROXIMATELY. KEEP THE COURSE STABLE TO INFORM YOU

01:09:14 (28:57)  
Copilot  
YES, TURN NOW... ZERO SEVENTY

01:09:24 (29:07)  
Copilot to ATC  
WE WILL KEEP 070, WE KEEP COURSE, IT SEEMS THAT WE HAVE THE RIGHT COURSE, WHAT WE DON'T HAVE IS AIRSPEED INDICATOR AND ALTITUDE 9,700 FEET

01:09:33 (29:16)  
Pilot  
FLIGHT LEVEL CHANGE

01:09:36 (29:19)  
ATC Lima  
CORRECT, ALTITUDE IS 9.700 AND THE SPEED IS 240 KNOTS OVER THE GROUND ACCORDING TO MONITOR

01:09:43 (39:26)  
Cabin  
(SOUND SIMILAR TO CAUTION ALARM)

01:09:44 (29:27)  
Copilot  
WHAT IF WE PUT FLAPS?...TWO HUNDRED FORTY

01:09:45 (29:28)  
Pilot  
WHAT?

01:09:46 (29:29)  
Copilot  
IF WE PUT FLAPS?

01:09:47 (29:30)  
ATC Lima  
...AND AT 51 MILES FROM LIMA

01:09:48 (29:31)  
Pilot  
OK

01:09:50 (29:33)  
Cabin  
(SOUND SIMILAR TO CAUTION ALARM)

01:09:53 (29:36)  
Copilot  
ZERO SEVENTY... I WANT TO TAKE THAT SHIT OUT OF THERE!

01:09:57 (29:40)  
Pilot  
THE OVERSPEED?... BUT YOU CAN'T

01:09:59 (29:42)  
Cabin  
(SOUND SIMILAR TO CAUTION ALARM)

01:09:58 (29:41)  
Copilot  
YOU CAN'T?

01:09:59 (29:42)  
Pilot  
LET'S SEE... YOU, SWITCH YOUR THING

01:10:02 (29:45)  
Copilot  
AIR DATA?... NO... BUT IT'S FLYING WELL, I HAVE THE... IF NOT, I'M GOING SHIT

01:10:06 (29:49)  
Pilot  
HOW CAN IT BE FLYING AT THIS SPEED IF WE ARE GOING DOWN WITH ALL THE POWER CUT OFF

01:10:10 (29:53)  
Cabin  
(SOUND SIMILAR TO CAUTION ALARM)

01:10:13 (29:56)  
Copilot to ATC  
CAN YOU TELL ME THE ALTITUDE PLEASE, BECAUSE WE HAVE THE CLIMB THAT DOESN'T...

01:10:16 (29:59)  
Pilot  
NINE

01:10:17 (30:00)  
Cabin  
(ALARM OF MECHANICAL VOICE "TOO LOW TERRAIN" REMAINS UNTIL THE END OF RECORDING)

01:10:21 (30:04)  
Cabin  
(SOUND SIMILAR TO CAUTION ALARM)

01:10:18 (30:01)  
ATC Lima  
YES, YOU KEEP NINE SEVEN HUNDRED ACCORDING TO PRESENTATION, SIR

01:10:21 (30:04)  
Cabin  
(SOUND SIMILAR TO CAUTION ALARM)

01:10:21 (30:04)  
Copilot to ATC  
NINE SEVEN HUNDRED?

01:10:26 (30:09)  
ATC Lima  
YES, CORRECT. WHAT IS THE INDICATED ALTITUDE ON BOARD? HAVE YOU ANY VISUAL REFERENCE?

01:10:29 (30:12)  
Copilot to ATC  
NINE SEVEN HUNDRED BUT IT INDICATES TOO LOW TERRAIN... ARE YOU SURE THAT YOU HAVE US ON THE RADAR AT 50 MILES?

01:10:38 (30:21)  
Pilot  
HEY, LOOK... WITH 370 WE HAVE... HAVE...

01:10:46 (30:29)  
Copilot  
HAVE WHAT? 370 OF WHAT?

01:10:53 (30:36)  
Copilot  
DO WE LOWER THE GEAR?

01:10:54 (30:37)  
ATC Lima  
AEROPERU 603, LIMA

01:10:55 (30:38)  
Pilot  
BUT, WHAT DO WE DO WITH THE GEAR? DON'T KNOW... THAT

01:10:57 (30:40)  
Cabin  
(SOUND OF IMPACT)

01:10:58 (30:41)  
Cabin  
(SOUND SIMILAR TO CAUTION ALARM)

01:10:59 (30:42)  
Copilot to ATC  
WE ARE IMPACTING WATER!!

01:11:01 (30:44)  
Copilot  
PULL IT UP!!

01:11:02 (30:45)  
ATC Lima  
GO UP, GO UP IF IT INDICATES PULL UP

01:11:05 (30:48)  
Pilot  
I HAVE IT, I HAVE IT!

01:11:07 (30:50)  
Cabin  
(MECHANICAL VOICE SOUND "TOO LOW TERRAIN" STOPS)

01:11:12 (30:55)  
Pilot  
WE ARE GOING TO INVERT! (UPSIDE DOWN.)

01:11:13 (30:56)  
Cabin  
(SOUND SIMILAR TO CAUTION ALARM)

01:11:14 (30:57)  
Cabin  
(SOUND OF MECHANICAL VOICE "WHOOP... WHOOP... PU..."

01:11:16 (30:59)  
Cabin  
(SOUND OF IMPACT)  
*(A last impact noise is heard. Altimeters are indicating 9.700 feet)*

**END OF TRANSCRIPTION**

*According to FDR, aircraft was descending at a 10 degrees angle, 260 knots when impacts water for the first time with left wing and engine. After the impact the aircraft climbs some 200 feet, inverts and falls again sinking into the sea.*