

## **ERA22LA120 - Transcribed audio on February 13, 2022**

18:37:39 – N79NX: Cherry Point Approach, Pilatus 79NX, we are with you off of Hyde County at three thousand five hundred feet , we'll level at thirty five in route to Whiskey ninety five and then the beach and then to MRH, like flight following if able.

18:38:06 – Controller: N79NX squawk four five one six

18:38:11 – N79NX: four five one six, 9NX roger

18:38:44 – Controller: N9NX radar contact seven miles west of Hyde County, altitude indicates three thousand four hundred, and uh R-5306 Alpha is active remain clear

18:38:53 – N79NX: Alright we'll remain clear we'll be uhh to the east of it

18:38:58 – Controller: N9NX roger

18:39:28 - Local Control: Arrival, Local

18:39:29 – Arrival: Yep?

18:39:30 – Local Controller: Button seventeen safe on deck

18:39:31- Arrival: Thanks

18:39:32 – Controller: N9NX change to my frequency one one niner point seven five

18:39:36- N79NX: Nineteen seventy five for 9NX roger

18:41:48 - Controller: Pilatus 9NX looks like you're bout to go in to the restricted area, verify you're gonna stay clear

18:42:01 – Controller: Pilatus 9NX approach how do you hear?

18:42:10 - Controller: N9NX how do you hear?

18:42:20 – Controller: Spade 21, Approach

18:42:21 – Spade 21: Spade 21

18:42:23 – Controller: Yeah we got a uh Pilatus, I guess we lost comm with him, he just went in the north east corner of the restricted area at three thousand four hundred feet, can you cap at four thousand or above for now.

18:42:33 – Spade 21: yeah, unintelligible Spade 21

18:42:35 – Controller: thanks

18:42:37 – Controller: Pilatus 9NX approach how do you hear?

18:42:54 – Controller: (on guard) Pilatus 9NX approach if you hear you're in the restricted area I need you to exit out of the R-5306 Alpha now, change to my frequency one one niner point seven five

18:43:31 – Controller: Pilatus 9NX if you hear, ident

18:43:56 – Controller: Spade 21 that uh Pilatus uh looks like he exited to the east side so you can disregard that altitude restriction thanks for your help

18:44:02 – Spade 21: Spade 21

18:44:18 – Controller: Test one two

18:48:32 – Controller: Barron 52Y approach

18:48:52 – Controller: Barron 235Y approach you still up?

18:49:04 – N79NX: Cherry point approach, Pilatus 79NX, just wondering if we can get the uh RNAV runway two six in to Beaufort Smith

18:49:16 – Controller: 9NX uh not right now uh R5306 Alpha is active with harriers

18:49:23 – Controller: It'll have to be one of the other northeastern RNAVs three or eight, probably be better

18:49:29 – N79NX: alright uh 9NX we'll switch over to uh runway eight

18:49:37 – Controller: 9NX did you hear me talking to you earlier I tried to calling you about a half a dozen times uh you were in the restricted area

18:49:43 – N79NX: No I Uh, unintelligible, I was trying to get out I was unable to uh receive your transmission

18:50:02 – Controller: Giant Killer, Cherry Point out

18:50:07 – Giant Killer: Giant Killer

18:50:08 – Controller: over Ocracoke squawking four five one six is a Pilatus uh would like to make him IFR down the coast into Beaufort Morehead

18:50:16 – Giant Killer: four five one six yup point out approved

18:50:23 – Controller: Pilatus 9NX uh did you say wanted the RNAV three or eight?

18:50:28 – N79NX: Uhh prefer eight if we could

18:50:32 – Controller: 9NX cleared to Morehead, fly a heading two two five, vectors around the special use airspace maintain three thousand, and uh vector for the uh RNAV eight

18:50:44 – N79NX: An uh just vectors around the airspace for 9NX roger

18:50:50 – Controller: 9NX maintain three thousand

18:50:53 – N79NX: and we'll maintain three thousand 9NX

18:51:46 – Spade 21: Cherry Point Approach Spade 21 is complete with the O six alpha unintelligible with request

18:51:54 – Controller: Spade 21 approach ident cherry point altimeter uh two niner niner seven landing three two left wind zero three zero at one one say request

18:52:02 – Spade 21: two niner niner seven with the flash currently eighteen miles south east of the field, looking for the ASR for three two circle to land five Left if able

18:52:10 – Controller: Spade 21 roger you are radar contact eighteen south east of cherry point you're cleared to cherry point via radar vectors turn right heading two seven zero and descend and maintain two thousand six hundred vectors surveillance three two circle to five left

18:52:25 – Spade 21: Turn right to uh two seven zero down to two thousand six hundred for spade 21 thank you sir

18:52:29 – Controller: Spade 21 change to my frequency local channel one two unintelligible

18:52:32 – Spade 21: unintelligible

18:52:37 – Spade 21: Spade 21 checking in on button one two

18:52:40 – Controller: Spade 21 have you loud and clear

18:52:45 – Controller: Pilatus 9NX the restricted area is just now going cold so if you still that RNAV two six into Morehead I can get that for you now, uh up to you

18:52:53 – N79NX: 9NX uh that'd be great uh for runway two six we appreciate that

18:52:58 – Controller: 9NX roger uh maintain three thousand proceed direct to Cigor expect no delay

18:53:03 – N79NX: uh maintain uh three thousand uh direct uh Cigor

18:53:07 – Controller: affirmative

18:53:08 - Controller: Spade 21 descend and maintain one thousand six hundred position is 16 south east perform landing check

18:53:14 – Spade 21: Spade 21 copies down to one thousand six hundred now

18:53:46 – Controller: Spade 21 lost comms as published

18:53:49 – Spade 21: Spade 21

18:54:14 – Final Controller: Radar contact button twelve at about twelve miles whiskey mike

18:54:38 – Controller: Spade 21 turn right heading three zero zero stand by final controller have a good day

18:54:42 – Spade 21: Spade 21 thanks for the help

18:55:47 – Controller: N79NX verify your direct Cigor now you're still heading south east uh south west

18:55:52 – N79NX: X ray roger

18:55:54 – Controller: 79NX roger proceed direct Cigor cross Cigor at or above one thousand nine hundred cleared for the RNAV two six in to Beaufort Morehead

18:56:03 – N79NX: down to one thousand nine hundred cross Cigor at above one thousand nine hundred cleared for the uh runway two six

18:57:54 – Controller: Pilatus 9NX you need an initial heading to Cigor uh looks like you're still heading south west Cigor's about uh two eight zero uh heading from where you're at

18:58:09 – N79NX: And uh 9NX go ahead

18:58:15 – Controller: 9NX just looked like you we're heading southwest I was just asking if you needing initial steer initial heading towards Cigor but it looks like you're correcting now

18:58:24 – N79NX: ah that's fine for N9NX thank you though

18:58:46 – Controller: Pilatus 9NX uh Cherry Point altimeter is two nine nine six uh check your altitude I am showing you at one thousand seven hundred, maintain one thousand nine hundred until cigor

18:58:56 – N79NX: Ok two nine nine six for N9NX

19:01:07 – Controller: Pilatus 9NX what altitude are you showing, I'm showing four thousand and seven hundred climbing quickly

19:01:43 – Controller: Pilatus 79NX how do you hear?

19:02:01 – Controller: Pilatus 79NX Cherry Point approach how do you hear? Your radar contact lost just south of Atlantic field

19:02:22 – Controller: Pilatus 79NX Cherry Point approach on guard, if you hear change to my frequency 132.57 your radar contact lost last seen about uh five miles south east of Atlantic field

19:02:43 – Controller (hot mic): Coughs, I got it yeah its about five south, multi func what

19:03:23 – Controller: Pilatus 79NG Cherry Point Approach on guard if you hear change to my frequency 132.57

19:06:41 – Controller: Pilatus 9NX Cherry Point approach are you up

19:06:49 – Controller: Pilatus 9NX Cherry Point approach on guard if you hear come up 119.75, Pilatus 9NX try me 119.75