

Specialist's Report – Attachment 2

LSV ATC Transcripts

AIR TRAFFIC CONTROL

WPR20FA034

16 Jan 2020

MEMORANDUM FOR RECORD

FROM: [REDACTED]

SUBJECT: Transcript

RECORDING FACILITY: Nellis Air Traffic Control Facility

FREQUENCY, LANDLINE, OR POSITION BEING RECORDED: Thule Approach Control, Thule Assist Control, 135.1 and 384.4.

ABBREVIATIONS: Thule Approach Control (TA), Thule Assist Control (ATA), Nellis Tower (TWR), Las Vegas Approach Control (LAS), North Las Vegas Tower (VGT), LN212PB (LN2PB).

DATE/TIME: 27 November 2019, 01:20:23Z-01:39:52Z.

TIME SOURCE: Digital Audio Legal Recorder Reconstruction

Start Transcript

01:20:23 N7GA "Approach N7GA six thousand five hundred information papa."

01:20:29 TA "N76GA, Nellis approach you're coming in broken report with information papa"

01:20:36 N7GA "N7GA has information papa at North Las Vegas request the practice ILS runway one two left"

01:20:42 TA "N7GA copy that you can expect the ILS"

01:20:45 N7GA "Thank you, N7GA"

01:21:11 ATA "Thule"

01:21:12 UNK "Medevac aircraft is pilots discretion descent down to one two thousand"

01:21:13 TA "MIG1 contact Nellis Approach local channel eight"

01:21:16 MIG1 "MIG1 push eight"

01:21:16 ATA "Roger, ***"

01:21:17 UNK "YG"

01:21:37 LN2PB "Nellis approach, Medevac two one two papa bravo checking in descending through one six thousand six hundred for one two thousand"

01:21:46 TA "Medevac two one two papa bravo, Nellis approach correction Nellis altimeter two niner eight seven"

01:21:53 LN2PB "two niner eight seven, two one two papa bravo"

01:22:00 ATA "Las Vegas Daggett sector, Nellis approach"

01:22:04 LAS "This is Daggett"

01:22:05 ATA "Hey uh three five miles north of Nellis is Medevac two one two papa bravo squawking *** yea I was just wondering how you guys want him routed"

01:22:12 LAS "Uh you can just go direct McCaran down to one zero thousand and our control?"

01:22:17 ATA "Yep"

01:22:18 LAS "Thanks"

01:23:28 TWR "Thule, Tower"

01:23:30 ATA "Thule"

01:23:31 TWR "Request release SATAN01, two one to Dream"

01:23:35 ATA "SATAN01 released"

01:23:36 TWR "JS"

01:23:48 TA "N7GA turn left heading two seven zero vectors for departure off Nellis departing uh single correction flight of four F-35's climbing through two thousand two hundred"



01:24:03	N7GA	“Turn left heading two seven zero, N7GA searching”
01:24:40	TA	“N7GA turn left heading two four zero”
01:24:43	N7GA	“Two four zero N7GA***I’ve got the last F-35’s off the departure end, I have him”
01:24:53	TA	“N7GA, roger”
01:25:10	TA	“N7GA fly heading two eight zero”
01:25:16	N7GA	“Two eight zero, N7GA”
01:25:30	TA	“N7GA uh flight of four F-22’s departing runway two one are gonna be climbing, turning to the north”
01:25:42	N7GA	“N7GA roger searching, we’re westbound”
01:26:03	N7GA	“Those F-22’s are departing runway two one you say for N7GA?”
01:26:09	TA	“N7GA, affirmative”
01:26:13	SATAN01	“Departure, SATAN01 airborne out of two thousand for one nine zero”
01:26:21	TA	“SATAN Nellis departure, ident”
01:26:24	SATAN01	“SATAN01 with the flash”
01:26:32	TA	“N7GA fly heading three one zero, the F-22’s are departing now”
01:26:38	N7GA	“Three one zero, N7GA”
01:26:44	TA	“SATAN01 radar contact four miles correction three miles west of Nellis”
01:26:52	SATAN01	“***”
01:26:54	TA	“N7GA turn right heading three six zero”
01:26:55	ATA	“Thule”
01:26:56	N7GA	“Three six zero for seven gulf alpha”



01:26:57 UNK "I'll call you back"

01:26:58 TA "SATAN01 expedite your climb through seven thousand, traffic northeast in four miles northbound six thousand five hundred"

01:27:06 SATAN01 "SATAN01 *** expediting to seven thousand"

01:27:17 TA "Medevac two papa bravo descend and maintain one zero thousand"

01:27:22 LN2PB "down to one zero thousand, Medevac two papa bravo"

01:27:27 TA "SATAN 01 have your last element report climbing out of seven thousand"

01:27:31 SATAN01 "SATAN Wilco"

01:27:37 TA "SATAN01 turn right heading zero two zero, vectors for traffic twelve o'clock one three miles PC12 southbound climbing out of one seven***SATAN01 turn right heading zero two zero"

01:27:43 ATA "Thule"

01:27:44 UNK "Point out, eight miles southwest of McCaran N127VT is a cirrus one thousand five hundred northeast bound to Moorman Mesa"

01:27:51 ATA "N127VT point out approved"

01:27:54 UNK "Thank you ***"

01:27:56 SATAN01 "SATAN01 right zero two zero, ***"

01:27:58 TA "N7GA turn left heading two seven zero"

01:28:01 N7GA "two seven zero, seven gulf alpha"

01:28:03 TA "N7GA, altitude your discretion"

01:28:06 N7GA "Seven gulf alpha"

01:28:15 TA "SATAN01 proceed direct Moorman peak, traffic northbound"

01:28:18 SATAN01 "SATAN01 direct Moorman peak with request"



01:28:20	TA	“Go ahead”
01:28:22	SATAN01	“Request continue climb block two one through two three zero”
01:28:27	TA	“SATAN01 climb and maintain block flight level two one zero through flight level two three zero”
01:28:32	SATAN01	“SATAN01 direct Moorman peak block two one through two three zero”
01:29:19	TA	“November two papa bravo contact Las Vegas Approach one two four***one two five point nine”
01:29:30	LN2PB	“one two five point nine Medevac two papa bravo, good day”
01:29:40	TA	“SATAN01 cleared as scheduled, range altimeter two niner eight seven cleared tactical”
01:29:47	SATAN01	“SATAN two niner eight seven, SATAN push *** eight”
01:29:52	N7GA	“We’re getting a low altitude alert for N7GA, we gotta turn left”
01:30:01	TA	“N7GA turn left heading two five zero”
01:30:03	N7GA	“Two five zero, N7GA”
01:30:08	ATA	“North Las Vegas, Nellis approach VFR inbound”
01:30:16	VGT	“North Las Vegas”
01:30:17	ATA	“Two zero miles to fly, N7GA sirrus ILS full stop”
01:30:22	VGT	“one two five point seven”
01:30:57	TA	“N7GA, Nellis”
01:31:06	TA	“N7GA, Nellis approach reply not received if you hear me *** N7GA radar contact lost”
01:31:22	TA	“N7GA, Nellis approach”
01:31:34	UNK	“***”



01:31:38 TWR "Thule, Tower"

01:31:43 ATA "Thule"

01:31:44 TWR "hey did you guys get an ELT on one two one point five?"

01:31:46 ATA "We did"

01:31:47 TWR "Okay cause we're looking at like I don't know a flare out towards Gass peak ish and now it looks like a fire over there"

01:31:55 ATA "Yea we may have an issue, we're looking into it"

01:31:57 TWR "Okay thanks, JS"

01:32:19 TA "N7GA, Nellis approach how do you hear"

01:34:18 TWR "Thule, Tower"

01:34:23 ATA "Thule"

01:34:24 TWR "Hey we have METRO2 going over there now"

01:34:25 ATA "Roger"

01:35:42 TWR "Thule, Tower"

01:35:44 ATA "Thule"

01:35:45 TWR "Hey uh METRO2 is requesting a climb, how high can you get for him?"

01:35:52 ATA "However high he wants to be *** the only traffic we got out there is a sirrus, he's heading out there to check it out for us before we talk to METRO"

01:36:00 TWR "Okay, wonderful"

01:36:01 ATA "So besides that traffic, he can climb"

01:36:03 TWR "Okay wonderful JS, do you want us to hand him off to you once he gets out of our airspace?"

01:36:07 ATA "Yea that's probably best"



01:36:09 TWR "Okay will do, JS"

01:36:41 UNK "We still have MET***"

01:37:19 METRO2 "Approach METRO2 ***"

01:37:21 TA "METRO2, ident"

01:37:24 METRO2 "With the flash, METRO2"

01:37:28 TA "METRO2 radar contact four miles northwest of Nellis, verify at four thousand three hundred?"

01:37:32 METRO2 "Four thousand three hundred matches and we'd like to climb up a little bit more, I guess you guys have a possible aircraft*** that's on gass peak"

01:37:37 TA "METRO2 affirmative, you're cleared through Class Bravo airspace via own navigation and uh from your bearing the last known position is about three zero zero and ten miles"

01:37:49 METRO2 "Affirm, we're passing up on the side, we're trying to get on our *** right now"

01:37:54 TA "Roger"

01:38:15 METRO2 "METRO2, do we know anything about this aircraft of if it is an aircraft?"

01:38:19 TA "METRO2 we have not confirmed that, we were talking to that aircraft. He was a sirrus and last known altitude was six thousand eight hundred"

01:38:34 METRO2 "Copy"

01:38:38 CAP2775 "Nellis approach CAP2775 withyou North Las Vegas three thousand three hundred"

01:38:43 TA "CAP2775 Nellis departure, ident"

01:38:42 ATA "Nellis"

01:38:43 UNK "*** six miles east *** two one squawking four seven one five, ninety five going to Moorman Mesa VFR"



01:38:48 ATA "Uh forty seven one five point out approved"

01:38:49 TA "Briefing uh BW for Thule uh nothing changed since you were over here. Still runway two one um Sunrise is open. Traffic seven victor tango is a pointout, he's talking to sunrise goin to Sally. CAP2775 just ident'd, he's trying to go to Kingman doesn't need a Class Bravo. METRO2 is going here, this is the last known fall off***seven gulf alpha when he dropped off that was his callsign, I just wrote it. This is his last known position at six thousand eight hundred, so METRO2's en route cleared through the Bravo own navigation going over there. That's it" "I have no questions"

01:39:27 TA "CAP2775, Nellis departure radar contact two miles north of North Las Vegas, cleared through Bravo airspace via zero eight zero heading maintain five thousand five hundred"

01:39:35 CAP2775 "Cleared through bravo via zero eight zero heading, five thousand five hundred CAP2775"

01:39:52 TWR "Sunrise, Tower"

END OF TRANSCRIPT

I certify this to be a true and exact transcript of the original recording on file at this office at Nellis AFB.

, TSgt, USAF
Watch Supervisor, NATCF

16 Jan 2020

MEMORANDUM FOR RECORD

FROM: [REDACTED]

SUBJECT: Transcript

RECORDING FACILITY: Nellis Air Traffic Control Facility

FREQUENCY, LANDLINE, OR POSITION BEING RECORDED: Sunrise Approach, Sunrise Assistant, 124.95, and 273.55.

ABBREVIATIONS: Sunrise Approach (SA), Thule Assistant (ATA), Nellis Tower (TWR), Sally Radar Assistant (AAS), N127VT (N7VT).

DATE/TIME: 27 November 2019, 01:20:26Z-01:40:14Z.

TIME SOURCE: Digital Audio Legal Recorder Reconstruction

Start Transcript

01:20:26	BONG01	“BONG check. Two. Three. Four.”
01:21:29	BONG01	“Departure, BONG, four ship with you, six mile non-standard front to back. Dream6 with climb to flight level one nine zero, with request.”
01:21:39	SA	“BONG1, Nellis Departure. Confirm one mile off departure end.”
01:21:42	BONG01	“BONG affirm.”
01:21:44	SA	“BONG1 radar contact, passing uh five thousand four hundred cleared direct Mormon Peak. Say request.”
01:21:49	BONG01	“BONG cleared direct to Mormon Peak. Disregard.”
01:21:52	SA	“Roger.”
01:23:17	SCAT01	“SCAT1 check. Two. Three. Four.”

01:23:25 SA "BONG1 contact control channel seven."

01:23:27 BONG01 "BONG push seven."

01:23:49 SCAT01 "Departure, SCAT1. Passing thir***.. three thousand."

01:23:53 SA "SCAT1, Nellis Departure ident, verify assigned flight level one nine zero."

01:23:59 SCAT01 "SCAT1 with the flash affirm***."

01:24:09 SA "SCAT1 radar contact two miles off departure end. Passing five thousand four hundred cleared direct Mormon Peak. Maintain flight level one nine zero."

01:24:15 SCAT01 "SCAT1 passing five thousand five hundred cleared direct Mormon Peak. Maintain flight level one nine zero."

01:24:42 SA "SCAT1 traffic for your third and fourth element, uh two miles northeast of Nellis at six thousand five hundred a Cirrus southwest bound."

01:24:49 SCAT01 "SCAT1."

01:25:38 SA "SCAT1 contact Nellis Control channel seven."

01:25:40 SCAT01 "SCAT1 push seven."

01:26:11 AAS "You open over there?"

01:26:14 SA "Yes."

01:26:14 AAS "Yes um uh you can send everybody else tactical."

01:26:16 SA "Thank you."

01:26:17 AAS "Y-G."

01:26:18 SA "A-C."

01:29:33 N7VT "Nellis Approach, Cirrus 127VT. One one thousand five hundred."

01:29:38 SA "Cirrus 127VT, Nellis Control. Good evening. Uh Nellis altimeter two niner eight seven."



01:29:43 N7VT "Two niner eight seven. 7VT."

01:30:37 SA "Cirrus 127VT are you hearing an E-L-T on guard?"

01:30:41 N7VT "Negative. Uh but we just saw a big flash of light uh off
our uh eleven o'clock. 7VT."

01:30:48 SA "****."

01:30:58 SA "7VT roger."

01:31:13 SA "7VT uh approximately how far did you see that flash?"

01:31:18 N7VT "Approximately fifteen to twenty miles uh at my eleven
o'clock. 7VT."

01:31:24 SA "Roger."

01:31:40 SA "7VT are you able to fly towards uh if I give you a heading
in that area.. are you able to fly by and uh look at the area for me?"

01:31:47 N7VT "Affirmative. 7VT."

01:31:49 SA "7VT roger. Standby for uh.. expect that heading in about a
minute."

01:31:52 N7VT "7VT."

01:32:02 SA "7VT. 7VT ***."

01:32:07 SA "7VT turn left heading three one zero."

01:32:10 N7VT "Turn three one zero. Fi***..7VT."

01:32:45 SA "7VT on your roll-out we're looking for uh.. for uh downed
aircraft. About uh twelve o'clock, and uh twelve miles."

01:32:54 N7VT "7VT. We have a uh fire umm.. off our one o'clock here.
Um looks like about ten miles."

01:33:06 SA "7VT uh roger you can uh.. resume own navigation to that
area and can you report over for me?"



01:33:13 N7VT "Will report over. 7VT."

01:34:19 TWR "Thule, Tower."

01:34:23 TWR "Hey we have METRO2 going over there now."

01:34:24 ATA "Roger. Thank you."

01:35:01 SA "7VT any update on uh fire or smoke?"

01:35:04 N7VT "Uh we still see fire uh.. yeah we still see some fire here we'll uh report the position momentarily, we're... looks like we're coming up on it."

01:35:12 SA "Roger."

01:35:14 SA "Does it look like an aircraft?"

01:35:16 N7VT "Affirmative. 7VT."

01:35:42 TWR "Thule, Tower."

01:35:45 TWR "Hey uh METRO2 is requesting a climb. How high***."

01:36:15 N7VT "Nellis, Cirrus 7VT. We're right over uh the downed aircraft and there is flames and fire still here on the side of this mountain."

01:36:25 SA "Copy you're right over it and its on the side of the mountain present position?"

01:36:28 N7VT "Affirmative. 7VT."

01:36:30 SA "7VT. Roger. Thank you sir. Uh resume own navigation."

01:36:33 N7VT "Resume own nav. 7VT."

01:37:23 N7VT "Nellis control, Cirrus uh 127VT are we cleared through this um.. area straight ahead of us direct Salt Lake City?"

01:37:32 SA "7VT if you'd like, you are able to procede direct Salt Lake City uh V-F-R. There is a uh.. the Desert MOAs active currently with military type aircraft, all altitudes; however, they should be more in the flight levels."



01:37:43 N7VT "Kay, we'll just go direct Salt Lake. Uh 7VT."
01:37:45 SA "Roger, and you will get flight following the whole way."
01:37:48 N7VT "7VT."
01:38:33 N7VT "Nellis, uh Cirrus 127VT. Do you have the aircraft type that was down?"
01:38:39 SA "Cirrus."
01:39:52 TWR "Sunrise, tower."
01:39:54 SA "Sunrise."
01:39:55 TWR "Request release SCOOTR.. or correction COMRAD1 opposite direction departure runway three."
01:40:01 SA "COMRAD1 opposite direction departure runway three released."
01:40:03 TWR "Thank you. J-S."
01:40:04 SA "A-C."
01:40:08 SA "Cirrus 7VT thanks for your help sir. You can contact Nellis Control one-two-six-point-six-five. Safe flight."
01:40:14 N7VT "Two-six-point-six five. 7VT."

END OF TRANSCRIPT

I certify this to be a true and exact transcript of the original recording on file at this office at Nellis AFB.

[REDACTED], TSgt, USAF
Watch Supervisor, NATCF