

CEN18LA077

--- Partial ATC Communication Summary ---

The following is a partial communication summary of the radio transmissions between the accident airplane, a Velocity XL-RG, N877DM, and the Albuquerque Air Route Traffic Control Center controller on the evening of January 15, 2018. Some additional radio transmissions between other airplanes and the controller have been omitted for brevity.

Legend

Local time, expressed as mountain standard time (HH:MM:SS)

Velocity XL-RG (N877DM)

Albuquerque Center, Controller (ZAB)

ExecJet Flight 779 (EJA779)

Bombardier Challenger 350 (N599HA)

Southwest Flight 61 (SWA61)

19:22:18	
N787SB	Center, seven eight seven sierra bravo.
19:22:38	
N787SB	Center, seven eight seven sierra bravo.
19:22:44	
ZAB	November seven eight seven sierra bravo, go ahead.
19:22:46	
N787SB	I believe I've got icing, and I am IMC, uh, can I have vectors please?
19:22:54	
ZAB	November seven eight seven sierra bravo, I'm sorry, you say you are IMC at this time?
19:22:59	
N787SB	IMC, I'm unable to maintain VFR, can I have vectors please?
19:23:10	
N787SB	and I believe I've got icing.
19:23:13	
ZAB	November seven eight seven sierra bravo, okay, just to clarify sir, you are still VMC at this time or not?
19:23:20	
N787SB	I believe I am in IMC, sierra bravo.

19:23:24
ZAB November seven eight seven sierra bravo, roger, are you capable, capable of and qualified for IFR, uh, clearance?

19:23:32
N787SB Affirmative.

19:23:33
ZAB Okay, november seven eight seven sierra bravo, roger, you cleared to the Santa Fe airport via radar vectors, turn 5 degrees left, radar vectors for your climb, climb and maintain one zero thousand, ten thousand.

19:23:49
N787SB turning five degrees, attempting to maintain climb one zero thousand.

19:25:02
ZAB November seven eight seven sierra bravo, say your, ah, current heading.

19:25:11
N787SB two six zero, seven sierra bravo.

19:25:14
ZAB November seven eight seven sierra bravo, you are coming through a bit weak sir, say it one more time.

19:25:20
N787SB heading two seven zero.

19:25:25
ZAB November seven eight seven sierra bravo, I believe you said heading two seven zero, two seventy, is that correct?

19:25:30
N787SB Affirmative, seven sierra bravo.

19:25:32
ZAB November seven eight seven sierra bravo, fly heading two six five, and climb and maintain ten thousand sir, climb to ten thousand for the MEA.

19:26:02
ZAB November seven eight seven sierra bravo, if you read back, ah, the clearance I did not copy, ah, climb and maintain one zero thousand, ten thousand, and fly heading two sixty five, two sixty five on the heading.

19:26:16
N787SB (unintelligible) seven sierra bravo, attempting to climb, maintaining two six five heading, seven sierra bravo.

19:26:23
ZAB November seven sierra bravo, thank you.

19:27:07
N787SB Albuquerque (unintelligible)

19:27:19
ZAB and november seven eight seven sierra bravo, that transmission was a bit weak sir, are you in the climb to ten thousand?

19:27:31
ZAB November seven sierra bravo, ident observed, ah, in about another two and half to three minutes the MEA does drop to nine, ah, just do the best you can to maintain altitude sir and I'll have niner thousand as an assigned altitude here shortly.

19:28:20
N787SB Center, seven sierra bravo (unintelligible) unable to maintain altitude (unintelligible).

19:28:37
ZAB and november seven sierra bravo, center, how do you hear me?

19:28:41
Unknown He said, that seven sierra bravo, he said he is unable to hold altitude because he's got ice.

19:28:48
N787SB (unintelligible) seven sierra bravo.

19:28:50
ZAB November seven sierra bravo, roger, understand that have, ah, you've got icing now, and are unable to hold altitude, ah, the minimum IFR altitude in the area you are at right now is, ah, ten thousand, it's dropping to nine thousand, the actual terrain below you is ah, approximately, ah, ninety two twelve, right, right behind where you are there is, ah, there is an obstruction just behind where you are, that is, ah, ninety two twelve, just south of you there is an obstruction at seventy two hundred and fifty.

19:30:35
N787SB (unintelligible) sierra bravo (unintelligible)

19:31:01
N787SB center, sierra, seven sierra bravo, emergency.

19:31:05
ZAB November seven sierra bravo, understand that you are declaring emergency sir, yes sir, I see you at seven thousand, ah, you are still clear of terrain at the present point, Santa Fe Airport is at twelve o'clock and about twelve miles, are you, ah, still IMC or are you VMC at this time sir?

19:31:28
ZAB November seven eight seven sierra bravo, I hear you sir, I heard you declare an emergency, um, the Santa Fe Airport is twelve o'clock and about twelve miles, are you able to hold altitude at seven thousand sir?

19:31:41
N787SB Attempting to hold altitude at seven thousand, seven sierra bravo.

19:31:28
ZAB November seven sierra bravo, roger, and there is, ah, terrain to the right, there is lower terrain to the left, if you need, if you can't hold altitude anymore it would be better for you to go to the left of course sir, advise me when you have the Santa Fe Airport in sight.

19:32:02
N787SB Affirmative, attempting to hold altitude here.

19:32:36
ZAB November seven eight seven sierra bravo, say your heading and your flight conditions now sir.

19:32:48
ZAB ExecJet seven seventy nine, can you relay to, ah, november seven sierra bravo for me, and ask him, ah, what his heading is and his flight conditions are now?

19:33:02
ZAB ExecJet seven seventy nine, center.

19:33:05
EJA779 Yes, go ahead, ExecJet seven seven nine.

19:33:07
ZAB Yes sir, can you relay to the emergency aircraft november seven sierra bravo to see if you can talk to him at this point?

19:33:14
EJA779 Sierra bravo, how do you hear ExecJet seven seven nine?

19:33:17
N787SB I can hear you, sierra bravo, attempting to maintain altitude.

19:33:25
ZAB ExecJet seven seven nine, ah, advise seven sierra bravo that the, uh, the ceiling is about 2,000 AGL in that area... and, ah, ask him if he is VMC now please?

19:33:36
EJA779 Sierra bravo, are you VMC now?

19:33:44 --- *There is no additional radar track data for N787SB* ---

19:33:47
EJA779 Sierra bravo, ExecJet seven seven nine, how do you hear me?

19:33:59
EJA779 Aircraft sierra bravo, how do you hear ExecJet seven seven nine?

19:34:31
ZAB November seven eight seven sierra bravo, center.

19:34:39
ZAB November seven eight seven sierra bravo, if you hear this transmission contact Santa Fe tower now on one one niner point five, nineteen five, you should be close to the field at this point.

19:34:53
EJA779 Sierra bravo, ah, contact tower on nineteen five if able.

19:34:58
ZAB November seven eight seven sierra bravo, yes sir, I've lost radar contact with you, I estimate you about 4 miles from the field, ah, you are definitely within tower's jurisdiction there, they should be able to assist you, they know more about the terrain in that vicinity than I can help you with, so, one one niner point five and, uh, good luck sir.

19:37:25
ZAB November seven eight seven sierra bravo, center, are you still on frequency?

19:37:53
ZAB ExecJet seven seventy nine, can you see if, uh, november seven sierra bravo is still on frequency for me please?

19:38:00
EJA779 Affirmative, seven sierra bravo, you copy seven seven nine here?

19:38:13
N599HA and, center, five nine nine hotel alpha.

19:38:16
ZAB November five nine nine hotel alpha, go ahead sir.

19:38:19
N599HA Yeah, before when you were talking, it sounded like you were talking to sierra bravo, I think the Netjet guy was the guy you were talking to, I don't think he actually responded to you.

19:38:28
ZAB Okay, thank you.

19:38:30

SWA61 Southwest 61, we heard sierra bravo say we're trying to maintain altitude and that was the last thing we heard from him.

19:38:36

ZAB Southwest 61, okay thank you sir, and, ah, appreciate the help.

--- End of Partial Transcript ---
