

WPR16FA172

Communications Summary

Beechcraft N985CA, FDX 1359, UPS 9706

August 30, 2016 (August 31 UTC)

NCT = NorCal Tracon RNO LCL = KRNO ATCT Local Control Position

- "RNO FSDO EDITED Audio File" is file "SCA wake Turb.m4a" received from RNO FSDO 2/20/18
- Elapsed Times are derived from file "N985CA-RNO LC1.mp4" dated 9/2/16
- Times in [square parens] deduced from surrounding information
- Absence of, or deduced, value in "FAA Transcript UTC Time" column indicates that that communication was not included in FAA-provided transcript

Elapsed Time (mm:ss)	FAA Transcript UTC Time	Source	Communications / Message / Event
			FAA ATC PACKAGE PARAPHRASED INFO
	0044	Multiple	N985CA 35 nm SE of KRNO. "NCT Silver Controller verifies ATIS Juliet" NCT asks rwy preference, N985CA responds 25
	0054	Multiple	NCT advises "slight delay" for 25. N985CA advises he can accept 16L. Paraphrased info stating NCT to "proceed to the downwind" but it is unclear which runway (25 or 16) downwind was explicitly cited or intended.
			BEGINNING OF RNO FSDO EDITED AUDIO FILE RECORDING (same discussions/time as above)
N O T A P P L I C A B L E		NCT	Bonanza five charlie alpha remain at or above eight thousand five hundred
		N985CA	Eight thousand five hundred five charlie alpha
		NCT	bonanza five charlie alpha proceed to runway two five I'll get you sequenced in just a moment
		N985CA	Proceed to two five five charlie alpha
	Near concurrent	NCT	Fedex thirteen fifty (truncated/missing/stepped on)
		N985CA	(Unintelligible/truncated/missing) five
		NCT	And who was calling for eight thousand five hundred
		N985CA	Uh five charlie alpha restricted eight thousand five hundred
		NCT	(bonanza) five charlie alpha roger fly heading three five zero
		N985CA	Three five zero

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N O T A P P L I C A B L E		NCT	(bonanza) five charlie alpha there'll be a slight delay for runway two five uh you're number four now for the airport uh traffic on a fifteen mile straight in's a boeing seven fifty seven for runway one six right
		N985CA	Yeah understand we can take one six left
		NCT	Continue (number five) five charlie alpha proceed to the uh downwind contact reno tower one (one) eight point seven
		N985CA	OK contact the tower thanks for the help five charlie alpha
		NCT LL	Five charlie alpha's like the last guy he said he can take one six left if he needs (uh I sent) him on the downind to ya
		LC1 LL	Yep yep
			BEGINNING OF FAA-PROVIDED TRANSCRIPT (this text verbatim from FAA transcript in FAA ATC Package; slight time overlap with text above)
	0054:34	N985CA	reno tower good afternoon bonanza niner eight five charlie alpha restricted heading three five zero eight thousand five hundred
	0054:41	NCT LL	reno five charlie alpha last in sequence says he can take one six left if he needs coming to you on the downwind
	0054:51	RNO LCL	bonanza niner eight five charlie alpha reno tower continue inbound runway two five
	0054:59	N985CA	continue inbound for two five charlie alpha
	0055:07	"Unk" (N985CA)	and uh tower how about the restrictions
00:00	[0055:42]		BEGINNING OF N985CA-RNO LC1.mp4 AUDIO FILE RECORDING
00:07	[0055:49]	RNO LCL	Fedex thirteen fifty nine Reno tower wind two seven zero at one five traffic's uh five mile final boeing seven fifty seven runway one six right cleared to land
00:17	[0055:59]	FDX 1359	Cleared to land one six right fedex thirteen fifty nine
00:38	0056:20	N985CA	And tower bonanza five charlie alpha is on a wide downwind one six left

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00:43	0056:28	RNO LCL	Bonanza five charlie alpha roger continue inbound for one six left
00:48	0056:31	N985CA	Wuh... wilco
00:58	0057:13	N985CA	And tower five charlie alpha is turning a wide left base one six left
01:01	0057:18	RNO LCL	Bonanza five charlie alpha roger traffic niner mile final for one six right is a Boeing seven fifty seven, caution wake turbulence wind two six zero at one three gust one eight runway one six left cleared to land
01:14	0057:31	N985CA	Cleared to land one six left negative contact on the inbound for the right five charlie alpha
02:01	0058:18	N985CA	And tower five charlie alpha's got a visual on the airliner for the, for the right
02:08	0058:24	RNO LCL	Fedex thirteen fifty nine traffic on a four mile left base for one six left six thousand two hundred feet, Bonanza they do have you in sight
02:16	0058:31	FDX 1359	Thirteen fifty nine we're looking
02:38	[0058:53]	RNO LCL	Attention all aircraft Reno information kilo is current wind two five zero at one seven, gust two zero, altimeter two zero zero one
02:58	[0059:13]	RNO LCL	UPS ninety seven zero six turn right November right on alpha cross runway two five monitor ground to the ramp
03:04	[0059:19]	UPS 9706	OK right November right on alpha cross runway two five monitor ground to the ramp UPS ninety seven oh six
04:55	0101:10	RNO LCL	horizon air three twenty reno tower runway one six right line up and wait
04:58	0101:14	QXE 320	line up and wait horizon air three twenty do you see the flames off the end beginning one six right theres some smoke going up right now
05:08	0101:23	RNO LCL	november five charlie alpha reno tower
05:13		QXE 320	(indecipherable) three twenty
05:15		RNO LCL	Yeah we see (indecipherable) yep
05:20		RNO LCL	Fedex thirteen fifty nine turn right on bravo monitor ground point niner to the ramp
05:23		FDX 1359	Alright bravo monitor point nine to the ramp fedex thirteen fifty nine

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05:32	0101:47	RNO LCL	bonanza five charlie alpha reno tower
			END OF FAA TRANSCRIPT
05:47		RNO LCL	Horizon Air three twenty just hold short runway one six right
05:50		QXE 320	Hold short one six right horizon three twenty
06:00			END OF AUDIO FILE RECORDING