

WPR24FA124

AIR TRAFFIC CONTROL

ATC Services Review - Attachment 5

ATC Audio Partial Transcript

March 14, 2026

Type Transcript: Partial Transcript
Transcribed: March 14, 2026
NTSB Number: WPR24FA124
NTSB Staff: Brian Soper

The following is a true transcription of the recorded communications pertaining to the subject aircraft accident involving N965BC. The facility involved was Southern California Terminal Radar Approach Control (SCT TRACON). The following is a list of facilities, positions, and/or aircraft making transmissions.

Accident Aircraft / Accident Flight Crew	N965BC
SCT TRACON Empire Pomona Sector Radar Controller	SCT POMR

The following communications were transcribed from certified audio recordings provided by the FAA. Each transmission is organized by time, ident, and transmission. All times are Pacific daylight time (PDT) unless otherwise noted, ident is the *Abbreviated Title* of the person making the transmission from the list above, and the transmission is transcribed verbatim from the source audio recording. Transmissions not germane to this accident have been omitted from this partial transcript.

<u>Time</u>	<u>Ident</u>	<u>Transmission</u>
2008:32	N965BC	socal turbo commander nine six five bravo charlie with you seventeen five descending fourteen thousand to cross flavor [FLAVR]
2008:39	SCT POMR	november nine six five bravo charlie socal approach the ontario altimeter three zero zero five information victors current expect i - l - s runway two six right
2008:46	N965BC	(indiscernible) and I got victor five bravo charlie
2011:08	SCT POMR	november uh five bravo charlie just verify you're on the zig-ziggy arrival
2011:10	N965BC	yes sir my auto pilot just kicked off in some turbulence i'm uh correcting
2011:15	SCT POMR	five bravo charlie roger descend and maintain one two thousand
2011:19	N965BC	one two thousand bravo charlie
2012:12	SCT POMR	november uh five bravo charlie would it be easier for you if you just had vectors
2012:17	N965BC	thats okay i'm uh correcting to get back on here at magic [MAJEK]

2012:19	SCT POMR	roger
2012:47	SCT POMR	<i>[Position relief briefing takes place on the POMR position and information regarding N965BC was provided, to include information regarding an icing PIREP he had received earlier but had not yet disseminated to N965BC. The briefing lasted approximately one minute]</i>
2014:04	SCT POMR	commander five bravo charlie socal
2014:06	N965BC	uh go ahead for bravo charlie
2014:08	SCT POMR	yeah i have a report of icing about uh just past nitty [NITIY] by a mitsubishi at eighty-five hundred he couldn't tell the type or the intensity but uh plus five
2014:21	N965BC	roger i'm pickin it up pretty good here i've got about moderate rime here at uh twelve thousand and the temperature is minus eight
2014:32	SCT POMR	five bravo charlie roger do you wanna try lower now er what uh whatta ya think whatta ya wanna do
2014:39	N965BC	yeah if i could get lower that'd be great
2014:41	SCT POMR	five bravo charlie your discretion descend and maintain eight thousand
2014:44	N965BC	pilots discretion down to eight thousand bravo charlie
2015:36	SCT POMR	five bravo charlie what was that outside air temperature again
2015:38	N965BC	that was uh minus eight uh degrees celsius for bravo charlie
2015:42	SCT POMR	thank you
2016:32	SCT POMR	five bravo charlie does it seem to be improving at all with the descent
2016:36	N965BC	uh it does for nine six five bravo charlie
2016:39	SCT POMR	five bravo charlie descend and maintain seven thousand four hundred
2016:42	N965BC	seven thousand four hundred bravo charlie
2017:22	SCT POMR	commander five bravo charlie fly heading one eight five vectors for the final approach course then i'll have lower in just a few more miles
2017:30	N965BC	alright turning one eight five bravo charlie

2018:06	SCT POMR	and five bravo charlie uh just wanna make sure chino victor current ontario altimeter three zero zero five
2018:12	N965BC	i'm sorry uh say that one more time for bravo charlie my auto pilots acting up here its turnin me around
2018:19	SCT POMR	okay commander five bravo charlie and are ya able to turn back to the left yet
2018:24	N965BC	turnin <i>[sounded as if transmission was abruptly cut off]</i>
2018:29	SCT POMR	command five bravo charlie and i show you seventy-two hundred climb and maintain seven thousand four hundred my m-v-a in that area is seven thousand four hundred and looks like you're losing altitude rapidly
2018:40	SCT POMR	low altitude alert commander five bravo charlie check your altitude immediately

The POMR controller continued to make multiple attempts to reach the pilot, but no further communications were recorded from N965BC

**** END OF TRANSCRIPT ****