

SECTION 8.
Transcription of Voice Recording(s)



Federal Aviation Administration

Memorandum

Date: May 05, 2011
 To: Aircraft Accident File ZLA-ARTCC-0296
 From: Los Angeles Air Route Traffic Control Center
 Subject: INFORMATION: Partial Transcript
 Aircraft Accident, SWA812
 Blythe, CA, April 01, 2011

This transcription covers the Los Angeles Air Route Traffic Control Center (ARTCC) R60 R position for the time period from April 01, 2011, 2250 UTC, to April 01, 2011, 2311 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
SOUTHWEST AIRLINES CO. (SAN ANTONIO, TX), SWA812	SWA812
LA ARTCC, R60	R60
LA ARTCC, D31	D31
Unknown	UNK

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving SWA812.

John M. Schuster
 Support Specialist
 Los Angeles ARTCC

2250
 (2251-2254)
 2255
 2255:57 SWA812 southwest eight twelve thirty two climb to flight level three six zero

2256:00 R60 southwest eight twelve l a center roger
 2257

2257:47 SWA812 center (unintelligible) eight twelve

2257:51 R60 southwest uh i'm sorry who was that

2257:55 SWA812 twelve

2257:56 R60 i missed that last call who was that

2257:57 SWA812 twelve

2258:00 R60 southwest eight twelve uh was that you

2258:02 SWA812 yes sir (unintelligible) declaring an emergency descent
declaring an emergency we lost the cabin

2258:08 R60 yeah southwest eight twelve i'm sorry i could not
understand that please say again

2258:12 SWA812 request an emergency descent we've lost the cabin we're
starting down

2258:15 R60 southwest eight twelve descend and maintain flight level
two four zero

2258:20 SWA812 two four zero southwest eight twelve

2258:24 R60 what altitude do you need

2258:26 SWA812 (unintelligible) we need uh ten thousand

2258:29 R60 understood

2258:33 D31 sector ten and thirty one

2258:35 R60 yeah this is sector uh uh sixty southwest eight twelve
is a emergency decompression descent he'd like ten
thousand feet can you approve that

2258:45 D31 uh

2258:45 R60 he's doin it anyway

2258:47 D31 yes yes approved

2258:48 R60 he's descending to ten thousand (unintelligible) i'll be flashing him to you

2258:52 UNK you done good

2258:54 R60 southwest eight twelve descend and maintain one zero thousand ten thousand i'll get back to you with an altimeter

2258:59 SWA812 ten thousand southwest eight twelve

2259:05 SWA812 yeah i can hear ya

2259:12 R60 southwest eight twelve the blythe altimeter two niner seven zero

2259:16 SWA812 two niner seven zero southwest eight twelve

2259:40 SWA812 that's good

2259:45 R60 and southwest eight twelve when you get uh a chance there's no hurry just uh let me know your intentions uh once you get down to ten thousand

2259:53 SWA812 (unintelligible) southwest eight twelve roger
2300

2300:09 SWA812 okay (unintelligible) on a hundred percent clear communications established and uh engine bleed switches---are on---(unintelligible) try another one---lost it---uh engine bleed switches on one at a time---(unintelligible) switches auto one at a time pressurization is not controllable pressurization control to manual

2300:40 UNK on radio

2300:43 UNK (unintelligible)
2301

2301:06 SWA812 it's not working
2302

2302:07 SWA812 can we have the blythe altimeter again

2302:11 R60 southwest uh eight twelve can you maintain one one thousand eleven thousand there's uh one zero thousand traffic uh

2302:18 SWA812 (unintelligible) one one thousand southwest eight twelve request the altimeter

2302:24 R60 uh blythe altimeter two niner seven zero and maintain one one thousand

2302:28 SWA812 one one thousand two niner seven zero eight twelve
2303

2303:41 R60 and southwest eight twelve uh it appears as if you're uh deviating to the south is there anything uh that we can do for ya

2303:48 SWA812 uh southwest eight twelve we're coming back on course uh we uh probably gonna turn around and go back to phoenix uh (unintelligible) get right back to ya

2303:56 R60 southwest eight twelve under uh understood uh just let me know uh you can make a a right turn back towards uh uh uh bly uh back towards uh uh phoenix if you like

2304:11 SWA812 *eight twelve request (unintelligible) we're in a right turn and uh heading or direct to blythe whatever you need

2304:16 R60 southwest eight twelve you're cleared to the phoenix airport via right turn proceed direct phoenix when able

2304:25 SWA812 (unintelligible) direct phoenix southwest eight twelve
2305

2305:02 R60 and southwest uh eight twelve uh no hurry uh when you have a chance uh could you just uh advise uh uh souls on board and fuel remaining in time and if you need any special equipment or anything else from us please let us know

2305:18 SWA812 southwest eight twelve we'll uh turn to phoenix and um we've got uh parently we've got a hole in the fuselage in the back of the airplane

2305:30 R60 understood thank you for uh letting me know

2305:36 SWA812 and we need lower for southwest eight twelve

2305:42 R60 and southwest eight twelve uh contact 1 a center on uh
one two six point seven seven twenty six seventy seven
they'll have lower for ya

2305:53 SWA812 twenty six seventy seven southwest eight twelve
2306
(2307-2310)
2311

End of Transcript

*This portion of the copy of the recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



Federal Aviation Administration

Memorandum

Date: May 05, 2011
 To: Aircraft Accident File ZLA-ARTCC-0296
 From: Los Angeles Air Route Traffic Control Center
 Subject: INFORMATION: Partial Transcript
 Aircraft Accident, SWA812
 Blythe, CA, April 01, 2011

This transcription covers the Los Angeles Air Route Traffic Control Center (ARTCC) D31 RA position for the time period from April 01, 2011, 2253 UTC, to April 01, 2011, 2322 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
LA ARTCC, D31	D31
LA ARTCC, R60	R60
LA ARTCC, D60	D60
LA ARTCC, R31	R31
N528CS	N528CS
SOUTHWEST AIRLINES CO. (SAN ANTONIO, TX), SWA812	SWA812
Albuquerque Center Sector 42	ZAB42
Yuma Approach Control	A/C
NETJETS AVIATION, INC. (COLUMBUS, OH), EJA580	EJA580

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving SWA812.

John M. Schuster
 Support Specialist
 Los Angeles ARTCC

2253
 (2254-2257)

2258
 2258:33 D31 sector ten and thirty one

2258:35 R60 yeah this is sector uh uh sixty southwest eight twelve
 is a emergency decompression descent he'd like ten
 thousand feet can you approve that

2258:45 D31 uh

2258:45 R60 he's doin it anyway

2258:47 D31 yes yes approved

2258:48 R60 he's descending to ten thousand (unintelligible) i'll be
flashing him to you

2259
2300
2300:02 D31 uh ten twelve or ten and thirty one

2300:04 D60 sector sixty southwest eight twelve is descending to ten
thousand as you know he has not given us his intentions
yet he's a little busy

2300:10 D31 okay

2300:10 D60 so he has the blythe altimeter descending to ten
thousand and we don't know anything further than that

2300:15 D31 okay uh ship him over

2300:16 R60 okay here he comes r d

2300:17 D31 d m

2300:44 D31 ten *and thirty one

2300:45 D60 yeah we're going to hold on to southwest eight twelve
he's having difficulties we're not sure what's going on
so i will uh let you know er um

2300:53 D31 okay are you aware that we're using uh twenty six
seventy seven *for the day

2300:55 D60 wa we can't ship him right now i don't think he can take
uh that right now

2301:00 D31 okay

2301:01 D60 what's yer wa it's one two what

2301:02 D31 its one two six point seven seven (unintelligible)

2301:04 D60 (unintelligible) seven seven okay r d

2301:05 D31 but uh we'll keep everybody clear

2301:07 D60 r d

2301:08 D31 thank you

2301:51 R31 november eight charlie sierra descend and maintain niner thousand and i need you to start down right away for traffic please

2301:57 N528CS eight charlie sierra down to (unintelligible)
2302

2302:10 R31 descent to nine

2302:20 N528CS eight charlie sierra
2303

2303:14 D60 sector sixty green

2303:16 D31 sector ten uh southwest eight twelve is he going someplace different (unintelligible)

2303:19 D60 we don't know we're trying to get the information (unintelligible) he can't give it to us

2303:23 D31 okay he has *the traffic there is that mooney eight charlie sierra

2303:25 D60 yeah we stopped him at eleven

2303:26 D31 okay thanks

2303:27 D60 r (unintelligible)

2303:27 D31 d m
2304

2304:23 D31 ten and thirty one

2304:24 D60 sector sixty southwest eight twelve's uh diverting to
phoenix he's in a right hand turn proceeding direct
phoenix

2304:30 D31 okay uh your control (unintelligible) to albuquerque i
assume er

2304:32 D60 um i don't know we may ship him over to you i'll let you
know momentarily

2304:36 D31 okay uh all right (unintelligible)
2305

2305:42 D31 sector ten and thirty one

2305:44 D60 sector uh sixty southwest eight twelve's on his way over
now he wants lower

2305:48 D31 okay

2305:49 D60 and um he's in a right hand turn direct phoenix

2305:52 D31 okay

2305:52 D60 he has a hole in the fuselage

2305:54 D31 (unintelligible)

2305:55 D60 uh it looks like they have uh everything under control
at the moment and we will get the further well you're
going to have to get the souls and fuel we asked for it
but he hasn't given it to us yet

2306:04 D31 okay no problem *ship him again twenty six seventy seven

2306:05 D60 yep should be on his way now

2306:07 D31 okay thanks (unintelligible)

2306:12 SWA812 southwest eight twelve one one thousand

2306:15 R31 southwest eight twelve los angeles center descend and maintain niner thousand

2306:20 SWA812 southwest eight twelve down to nine thousand

2306:21 R31 southwest eight twelve blythe altimeter two niner seven zero

2306:27 SWA812 southwest eight twelve two nine seven zero

2306:43 D31 albuquerque forty two l a ten on the one

2306:47 ZAB42 four two

2306:48 D31 by the way (unintelligible) um southwest eight twelve is coming to you he's an emergency have you do you have any information about him

2306:54 ZAB42 negative

2306:55 D31 okay he's uh ten miles to the north of blythe leaving one zero thousand five hundred for nine thousand he's an emergency he has a hole in his fuselage uh they lost cabin pressure uh they lost uh pressurization obviously he is uh direct phoenix at this time right now he's descending to nine thousand he did say he wanted lower but we're not able to talk to him too much (unintelligible) they're real busy obviously uh but the last sector said that he has a hole in the fuselage that the problem is contained and uh like i said right now descending to nine direct phoenix that's all we have so far we don't have the fuel or souls or anything else but if we get it here in a moment i'll pass it on to you but if not you may have to get it

2307:30 ZAB42 roger g n

2307:30 D31 okay and he'll be uh your control and uh (unintelligible) if i get any more information i'll let you know

2307:36 ZAB42 all right thanks *g n

2307:36 D31 d m

2307:37 SWA812 yeah we need the nearest airport

2307:41 R31 oh southwest eight twelve are you able to uh land at blythe or would you want to go to palm springs

2307:46 SWA812 ah lets make a turn and go uh---how far away is yuma from us now

2307:53 R31 eh yuma is at uh your three o clock position and five zero miles

2307:58 SWA812 we'll take yuma

2307:59 R31 southwest

2308:00 D31 yuma approach sector nine emergency uh arrival info

2308:04 A/C yuma

2308:04 D31 okay just north of blythe is southwest eight twelve

2308:07 A/C he is coming okay

2308:09 D31 he is coming to you *they've uh trying to get the flight plan here as i speak to you

2308:13 A/C (unintelligible) twenty six forty code

2308:16 D31 affirmative twenty six forty boeing seven thirty seven uh southwest eight twelve he's at nine thousand feet he's (unintelligible) lands immediately obviously

2308:22 A/C radar contact

2308:23 D31 hole in the fuselage

2308:24 A/C hole in the fuse okay

2308:25 D31 they've lost uh cabin (unintelligible) all
pressurization they said they have the problem under
control uh however they just declared that they want to
go to the nearest airport now which is gonna be you guys
uh they're down to nine thousand and uh they're gonna be
your control

2308:37 A/C thank you

2308:37 D31 all right d m

2308:38 A/C b dub

2308:39 EJA580 yeah we'll get over it see ya later

2308:40 R31 yeah roger i had an emergency we were working with

2308:42 EJA580 yeah thought so

2308:44 R31 southwest eight twelve contact yuma approach on
2309

2309:10 D31 he was going to divert to phoenix now they can't even
make phoenix now they're goin to yuma and now yuma
they're talkin to him now so he's gone ten thirty one

2309:26 D31 albuquerque forty two l a ten on the one

2309:31 ZAB42 forty two

2309:32 D31 okay change of plans uh southwest eight twelve's going
to yuma now he couldn't make phoenix

2309:35 ZAB42 he's goin to yuma

2309:35 D31 yeah

2309:36 ZAB42 okay thanks

2309:37 D31 thank you d m

2310

2311

2311:38 R31

here we go---this is released one zero thousand and above gladden and bagdad hot hot hot hot hot and hot expeditionary two eight (unintelligible) i'm from the d side oh oh it's you everything's the same cept this is now hot all right not released two four zero (unintelligible) flashing on at two four o climbing to two nine o non radar at thirty and thirty eight have not called that one's a point out one zero thousand flashin that was our emergency went to yuma talkin to yuma he has not checked on i don't believe that one is gone on at flight level one niner zero v f r on v f r on banshe is that i r route guy and flashing at you there and a point out there that's it we've got those two have not called (unintelligible) okay all right thanks

2312

(2313-2314)

2315

2315:07 D31

anyway he's flashin here we go okay good uh flashin at nine so that's traffic so radar s'gone america's talking cope and alaska i don't think have talked yet southwest eleven forty is stopped for alaska non radar the two thermal transitions continental and southwest are both point outs to us we're not gonna talk hmm good southwest two forty one is uh not talking that's deadwood point out over thermal one kilo hotel is talking banshe two you saw see him there eight charlie sierra is off victor four sixty going to palomar so he's flashing at nine southwest eight twelve is deadwood emergency zero golf hotel lands parker in the middle of the scope there nine bravo hotel uh bravo whiskey is parker as well so you got a parker (unintelligible) and uh six zero sierra is going to thirty nine seven kilo golf is landing at uh palomar (unintelligible) sixteen okay six juliet juliet (unintelligible) is uh looks like he's just on our scope already radar with forty three five seven golf can go to uh or is gone (unintelligible) cool zero five xray is a point out again all right *questions no questions (unintelligible)

2316

(2317-2321)

2322

End of Transcript

*This portion of the copy of the recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



Federal Aviation Administration

Memorandum

Date: May 05, 2011
 To: Aircraft Accident File ZLA-ARTCC-0296
 From: Los Angeles Air Route Traffic Control Center
 Subject: INFORMATION: Partial Transcript
 Aircraft Accident, SWA812
 Blythe, CA, April 01, 2011

This transcription covers the Los Angeles Air Route Traffic Control Center (ARTCC) D60 RA position for the time period from April 01, 2011, 2253 UTC, to April 01, 2011, 2312 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
LA ARTCC, R60	R60
LA ARTCC, D31	D31
Unknown	UNK
SOUTHWEST AIRLINES CO. (SAN ANTONIO, TX), SWA812	SWA812
LA ARTCC, D60	D60
Yuma Approach Control	A/C

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving SWA812.

John M. Schuster
 Support Specialist
 Los Angeles ARTCC

2253
 (2254-2257)

2258
 2258:35 R60 *emergency decompression descent he'd like ten thousand feet can you approve that

2258:45 D31 uh

2258:45 R60 he's doin it anyway

2258:47 D31 yes yes approved

2258:48 R60 he's descending to ten thousand (unintelligible) i'll be flashing him to you

2258:52 UNK you done good

2258:54 R60 southwest eight twelve descend and maintain one zero thousand ten thousand i'll get back to you with an altimeter

2258:59 SWA812 ten thousand southwest eight twelve

2259:05 SWA812 yeah i can hear ya

2259:12 R60 southwest eight twelve the blythe altimeter two niner seven zero

2259:16 SWA812 two niner seven zero southwest eight twelve

2259:40 SWA812 that's good

2259:45 R60 and southwest eight twelve when you get uh a chance there's no hurry just uh let me know your intentions uh once you get down to ten thousand

2259:53 SWA812 (unintelligible) southwest eight twelve roger
2300

2300:02 D31 uh ten twelve or ten and thirty one

2300:04 D60 sector sixty southwest eight twelve is descending to ten thousand as you know he has not given us his intentions yet he's a little busy

2300:10 D31 okay

2300:10 D60 so he has the blythe altimeter descending to ten thousand and we don't know anything further than that

2300:15 D31 okay uh ship him over

2300:16 D60 okay here he comes r d

2300:17 D31 d m

2300:22 SWA812 try another one---lost it---uh engine bleed switches on one at a time---(unintelligible) switches auto one at a time pressurization is not controllable pressurization control to manual

2300:40 UNK on radio

2300:44 D31 ten *and thirty one

2300:45 D60 yeah we're going to hold on to southwest eight twelve he's having difficulties we're not sure what's going on so i will uh let you know er um

2300:53 D31 okay are you aware that we're using uh twenty six seventy seven *for the day

2300:55 D60 wa we can't ship him right now i don't think he can take uh that right now

2301:00 D31 okay

2301:01 D60 what's yer wa its one two what

2301:02 D31 its one two six point seven seven (unintelligible)

2301:04 D60 (unintelligible) seven seven okay r d

2301:05 D31 but uh we'll keep everybody clear

2301:07 D60 r d

2301:08 D31 thank you

2301:57 D60 yuma approach sector sixty
2302

2302:01 A/C yuma

2302:02 D60 i have a just north of blythe southwest eight twelve

he's uh declared an emergency because of um because of a rap er um explosive decompression he's uh i'm not certain where he's maneuvering to but i just want to make a point out just in case it's code of---eight twelve here---on a code of twenty six forty yeah he's descending to ten right now we're not certain what he's doing as far as turning but he's heading towards you so i wanna make you aware of him he's an emergency descending ta i think we're stopping him at eleven now but

- 2302:35 A/C okay twenty six forty's point out approved and i'll let range know
- 2302:37 D60 okay and i'll let you know if there's i don't think he's going to gitch you but if we hear anything i'll call you
- 2302:41 A/C okay thanks
- 2302:41 R60 r d
- 2302:42 A/C *b dub
2303
- 2303:14 D60 sector sixty green
- 2303:16 D31 sector ten uh southwest eight twelve is he going someplace different now (unintelligible)
- 2303:19 D60 we don't know we're trying to get the information (unintelligible) he can't give it to us
- 2303:23 D31 okay he has *the traffic there is that mooney eight charlie sierra
- 2303:25 D60 yeah we stopped him at eleven
- 2303:26 D31 okay thanks
- 2303:27 D60 r (unintelligible)
- 2303:27 D31 d m

2303:41 R60 and southwest eight twelve uh it appears as if you're uh deviating to the south is there anything uh that we can do for ya

2303:48 SWA812 uh southwest eight twelve we're coming back on course uh we uh probably gonna turn around and go back to phoenix uh (unintelligible) get right back to ya

2303:56 R60 southwest eight twelve under uh understood uh just let me know uh you can make a a right turn back towards uh uh uh bly uh back towards uh uh phoenix if you like

2304:11 SWA812 *eight twelve request (unintelligible) we're in a right turn and uh heading or direct to blythe whatever you need

2304:16 R60 southwest eight twelve you're cleared to the phoenix airport via right turn proceed

2304:23 D31 ten and thirty one

2304:24 D60 sector sixty southwest eight twelve's uh diverting back to phoenix he's in a right hand turn proceeding direct phoenix

2304:30 D31 okay uh your control (unintelligible) to albuquerque i assume er

2304:32 D60 um i don't know we may ship him over to you i'll let you know momentarily

2304:36 D31 okay uh all right (unintelligible)

2304:52 D60 yuma range or actually yuma approach sector uh sixty

2304:56 A/C approach is on

2304:57 D60 yeah reference that southwest eight twelve (unintelligible) he's in a right hand turn now going back to phoenix so he shouldn't be an issue for you thank you

2305:03 A/C okay *p e

2305:03 D60 r d

2305:04 R60 twelve uh no hurry uh when you have a chance uh could you just uh advise uh uh souls on board and fuel remaining in time and if you need any special equipment or anything else from us please let us know

2305:18 SWA812 southwest eight twelve we'll uh turn to phoenix and um we've got uh parently we've got a hole in the fuselage in the back of the airplane

2305:30 R60 understood thank you for uh letting me know

2305:36 SWA812 and we need lower for southwest eight twelve

2305:42 D31 sector ten and thirty one

2305:44 D60 sector uh sixty southwest eight twelve's on his way over now he wants lower

2305:48 D31 okay

2305:49 D60 and um he's in a right hand turn direct phoenix

2305:52 D31 okay

2305:52 D60 he has a hole in his fuselage

2305:54 D31 (unintelligible)

2305:55 D60 uh it sounds like they have uh everything under control at the moment and we will get the further well you're going to have to get the souls and fuel we asked for it but he hasn't given it to us yet

2306:03 D31 okay no problem *ship him again twenty six seventy seven

2306:05 D60 yep should be on his way now

2306:07 D31 okay thanks (unintelligible)
2307

ZLA-ARTCC-0296
SWA812

Page 7 of 7

(2308-2311)
2312

End of Transcript

*This portion of the copy of the recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



Federal Aviation Administration

Memorandum

Date: May 05, 2011

To: Aircraft Accident File ZLA-ARTCC-0296

From: Los Angeles Air Route Traffic Control Center

Subject: INFORMATION: Partial Transcript
 Aircraft Accident, SWA812
 Blythe, CA, April 01, 2011

This transcription covers the Los Angeles Air Route Traffic Control Center (ARTCC) R31 R position for the time period from April 01, 2011, 2255 UTC, to April 01, 2011, 2318 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
LA ARTCC, R31	R31
N531TS	N531TS
N538CS	N528CS
SOUTHWEST AIRLINES CO. (SAN ANTONIO, TX), SWA812	SWA812
NETJETS AVIATION, INC. (COLUMBUS, OH), EJA580	EJA580

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving SWA812.

John M. Schuster
 Support Specialist
 Los Angeles ARTCC

2255
 (2256-2259)

2300
 2300:07 R31 november one tango sierra i'm unna need to leave ya on this heading for probably about another twenty miles have an aircraft on an emergency descent uh gunna wait til we see exactly where he is headed

2300:17 N531TS okay sir we understand one tango sierra
 2301

2301:51 R31 november eight charlie sierra descend and maintain niner thousand and i need you to start down right away for

traffic please

2301:57 N528CS eight charlie sierra down to (unintelligible)
2302

2302:10 R31 november eight charlie sierra traffic at your four o
clock and seven miles westbound seven thirty seven in an
emergency de emergency descent out of one two thousand
for one zero thousand expedite your descent to nine

2302:20 N528CS eight charlie sierra
2303
(2304-2305)
2306

2306:12 SWA812 southwest eight twelve one one thousand

2306:15 R31 southwest eight twelve los angeles center descend and
maintain niner thousand

2306:20 SWA812 southwest eight twelve down to nine thousand

2306:21 R31 southwest eight twelve blythe altimeter two niner seven
zero

2306:27 SWA812 southwest eight twelve two nine seven zero
2307

2307:33 SWA812 center southwest eight twelve

2307:36 R31 southwest eight twelve go ahead

2307:37 SWA812 yeah we need the nearest airport

2307:41 R31 oh southwest eight twelve are you able to uh land at
blythe or would you want to go to palm springs

2307:46 SWA812 ah lets make a turn and go uh---how far away is yuma
from us now

2307:53 R31 eh yuma is at uh your three o clock position and five
zero miles

2307:58 SWA812 we'll take yuma

2307:59 R31 southwest eight twelve roger you are cleared to the yuma airport via direct bard that's bravo zulu alpha and then direct maintain niner thousand

2308:10 SWA812 bravo zulu alpha direct nine thousand southwest eight twelve

2308:30 R31 execjet five eighty thanks for your help sorry about that spin and contact socal approach now one two six point seven you have a good day

2308:37 EJA580 twenty six seven yeah we'll get over it see ya later

2308:40 R31 yeah roger i had an emergency we were working with

2308:42 EJA580 yeah thought so

2308:44 R31 southwest eight twelve contact yuma approach on one two four point seven twenty four point seven

2308:51 SWA812 twenty four seven southwest eight twelve
2309
2310
2311

2311:38 R31 here we go---this is released one zero thousand and above gladden and bagdad hot hot hot hot hot and hot expeditionary two eight (unintelligible) i'm from the d side oh oh it's you everything's the same cept this is now hot all right not released two four zero (unintelligible) flashing on at two four o climbing to two nine o non radar at thirty and thirty eight have not called that one's a point out one zero thousand flashin that was our emergency went to yuma talkin to yuma he has not checked on i don't believe that one is gone on at flight level one niner zero v f r on v f r on banshe is that i r route guy and flashing at you there and a point out there that's it we've got those two have not called (unintelligible) okay all right thanks

2313
(2314-2317)
2318

End of Transcript