

NARCAP Investigator Support Paper
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Analysis of an “Alleged” Pilot Sighting of a UAP
Between St. Louis and Kansas City on July 30, 2012

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Abstract:

This paper describes how a pilot sighting report was investigated. It includes documentation of all known events surrounding the alleged sighting on July 30, 2012 where the pilot said that at about 35 minutes from Kansas City (estimated between 9:22 PM and 9:25 PM CDT) he and his crew sighted a disk shaped craft of silver gray color that paced their aircraft for 22 minutes. Freedom of Information Act requests were made to the Federal Aviation Administration and data subsequently received from them. Meteorological and flight schedule analyses and the results of collaboration with other aviation experts are described. In the final analysis the claimed event was not sufficiently supported to be considered as a valid in-flight occurrence. No confirmatory primary radar detection of the alleged phenomenon was discovered in the vicinity of the airplane as the pilot had described it. In light of my analyses of all available data I am of the opinion either that the report is a hoax or that the witness intentionally reported the data and or time wrong so that the flight could not be determined. This report was prepared to serve as an instructional aide to others who want to carry out their own analyses of similar incidents.

Background

On July 31, 2012 Ms. Margie Kay [Assistant State Director for Missouri of the Mutual UFO Network (MUFON)] received a report from a man claiming to have piloted a flight on July 30, 2012 from which an unknown object was sighted. The report was received over the phone and the pilot had an “anonymous” caller-id and did not leave any contact information. Based on the date, time, origin and destination of the flight I determined that the flight was very likely Southwest Airlines number 3665. This flight originated at St. Louis, MO and terminated in Kansas City, MO. The pilot said that the object was first sighted when the aircraft was about 35

minutes out of Kansas City. He further stated that the craft “paced” the aircraft for an additional 22 minutes. The craft was described as disk shaped and was silver-gray in color. According to the reporting witness, three blue-white lights were seen on the bottom and one light was observed on its top.

I originally learned of the report through another MUFON contact. Given that this case could have compromised aviation safety I felt that NARCAP should look into this case. NARCAP’s Chief Scientist was contacted and he also agreed that this case deserved the attention of NARCAP. Subsequently I contacted Ms. Kay and offered NARCAP’s help in investigating this case. When Ms. Kay agreed I proceeded to collect data and information necessary to perform an investigation.

Analysis Steps

The first task of my analysis was to collect all available relevant data. I obtained flight data for July 30, 2012 for all commercial flights from St. Louis to Kansas City from Flightware. (<http://www.flightware.com>) I also requested radar data (primary and secondary returns) for all radar sites that covered the area from St. Louis to Kansas City, all voice communications between Air Traffic Control and Kansas City Approach with Southwest (SW) Flight # 3665 and (official) tower logs for Kansas City International Airport from the Federal Aviation Administration (FAA). (<http://www.faa.gov/foia>)

From the Flightware data it was determined that the only flight which fit the date, time, origin and destination reported by the pilot was SW Flight #3665. I relied upon this information to tailor my request to the FAA. According to Flightware records the flight originated from St. Louis at 9:03 PM CDT and landed at Kansas City (at the gate) at 9:57 PM CDT. Figure One shows the flight path (radar path in red obtained from Flightware) and locations of all relevant radar sites (blue balls).



Figure 1. Flight Path for SW Flight #3665

Table One (below) also obtained from Flightware shows detailed information regarding the airspeed, travel vector, altitude, etc. for SW Flight #3665. Also shown is the span of time between the first and last claimed sighting of the UAP. (Note: the time in the Table One is in EDT so subtract one hour to compute CDT.)

Time EDT	Latitude	Longitude	Orientation		Groundspeed		Altitude Feet	Ascent/Descent Rate (Feet/Min)	Reporting Facility Location/Type	Notes
			Course	Direction	KTS	MPH				
10:03PM	38.8889	-90.8211	127°	Southeast	0	0	0		FlightAware Approximate	
10:04PM	38.9101	-90.8186	124°	Southeast	0	0	0	300	FlightAware Approximate	
10:05PM	38.9231	-90.7301	118°	Southeast	0	0	0	360	FlightAware Approximate	
10:06PM	38.9644	-90.8058	122°	Southeast	0	0	0	480	FlightAware Approximate	
10:07PM	38.9649	-90.9168	118°	Southeast	0	0	0	660	FlightAware Approximate	
10:08PM	39.0691	-90.9817	121°	Southeast	0	0	0	1,080	FlightAware Approximate	
10:09PM	38.7525	-90.3239	302°	West	152	175	1800	2,400	FAA TRACON SMA TRACON (SMA)	
10:09PM	38.7508	-90.3411	297°	West	178	205	2500	2,700	FAA TRACON SMA TRACON (SMA)	
10:09PM	38.7711	-90.3875	296°	West	210	242	3700	2,880	FAA TRACON SMA TRACON (SMA)	
10:09PM	38.7808	-90.3908	300°	West	235	270	4500	3,480	FAA TRACON SMA TRACON (SMA)	
10:10PM	38.7944	-90.4294	300°	West	257	298	6000	4,020	FAA TRACON SMA TRACON (SMA)	
10:10PM	38.8058	-90.4467	300°	West	265	305	7200	3,480	FAA TRACON SMA TRACON (SMA)	
10:10PM	38.8175	-90.4722	298°	West	269	310	8400	3,960	FAA TRACON SMA TRACON (SMA)	
10:11PM	38.8319	-90.5058	296°	West	277	319	9800	3,120	FAA TRACON SMA TRACON (SMA)	
10:11PM	38.8438	-90.5338	297°	West	285	328	10500	1,740	FAA TRACON SMA TRACON (SMA)	
10:11PM	38.8558	-90.5639	296°	West	303	349	11000	2,280	FAA TRACON SMA TRACON (SMA)	
10:12PM	38.8725	-90.6044	295°	West	330	380	12000	2,520	FAA TRACON SMA TRACON (SMA)	
10:12PM	38.8867	-90.6372	283°	West	343	395	12700	2,700	FAA TRACON SMA TRACON (SMA)	
10:12PM	38.9022	-90.7233	301°	West	316	366	13700	3,120	Kansas City Center	
10:13PM	38.9489	-90.8222	314°	West	353	406	16700	3,480	Kansas City Center	
10:14PM	39.0038	-90.885	301°	West	362	417	20900	3,660	FAA TRACON SMA TRACON (SMA)	
10:15PM	39.0239	-90.9383	301°	West	368	421	21800	2,520	FAA TRACON SMA TRACON (SMA)	
10:15PM	39.0403	-90.9733	300°	West	372	428	22800	2,340	FAA TRACON SMA TRACON (SMA)	
10:15PM	39.0584	-91.01	301°	West	378	435	23400	2,780	FAA TRACON SMA TRACON (SMA)	
10:16PM	39.0772	-91.055	301°	West	383	441	24400	2,520	FAA TRACON SMA TRACON (SMA)	
10:16PM	39.0944	-91.0994	303°	West	385	443	25100	2,160	FAA TRACON SMA TRACON (SMA)	
10:16PM	39.1125	-91.1272	301°	West	389	448	25900	2,480	FAA TRACON SMA TRACON (SMA)	
10:17PM	39.1338	-91.1733	304°	West	390	449	26700	2,040	FAA TRACON SMA TRACON (SMA)	
10:17PM	39.1525	-91.21	301°	West	398	456	27300	1,920	FAA TRACON SMA TRACON (SMA)	
10:17PM	39.1747	-91.2575	303°	West	402	463	28100	1,860	FAA TRACON SMA TRACON (SMA)	
10:18PM	39.1939	-91.295	301°	West	408	467	28800	1,800	FAA TRACON SMA TRACON (SMA)	
10:18PM	39.2169	-91.3339	303°	West	411	473	29300	2,700	FAA TRACON SMA TRACON (SMA)	
10:18PM	39.2358	-91.3808	304°	West	409	471	30400	2,780	FAA TRACON SMA TRACON (SMA)	
10:19PM	39.255	-91.4175	301°	West	404	465	31200	1,800	FAA TRACON SMA TRACON (SMA)	
10:19PM	39.2839	-91.4584	288°	West	401	461	31800	2,480	FAA TRACON SMA TRACON (SMA)	
10:19PM	39.2853	-91.5239	297°	West	399	459	32800	1,920	Kansas City Center	
10:20PM	39.3222	-91.6453	280°	West	392	451	34000	660	Kansas City Center	
10:21PM	39.3522	-91.7897	279°	West	392	451	34000		Kansas City Center	
10:22PM	39.3897	-91.9288	282°	West	392	451	34000		Kansas City Center	
10:23PM	39.3914	-92.0594	280°	West	397	457	34000		Kansas City Center	
10:24PM	39.4108	-92.2064	279°	West	397	457	34000		Kansas City Center	
10:25PM	39.4281	-92.3431	280°	West	397	457	34000		Kansas City Center	<= UAP First Sighted
10:26PM	39.4472	-92.4875	280°	West	402	463	34000		Kansas City Center	
10:27PM	39.4661	-92.6294	280°	West	402	463	34000		Kansas City Center	
10:28PM	39.485	-92.7833	280°	West	402	463	34000	-300	Kansas City Center	
10:29PM	39.5038	-92.9366	279°	West	398	456	33400	-840	Kansas City Center	
10:30PM	39.52	-93.0425	280°	West	398	456	32400	-1,800	Kansas City Center	
10:31PM	39.5383	-93.1619	280°	West	398	456	29800	-2,460	Kansas City Center	
10:32PM	39.5584	-93.3189	280°	West	398	456	27500	-2,280	Kansas City Center	
10:33PM	39.5742	-93.4478	279°	West	384	442	25300	-2,220	Kansas City Center	
10:34PM	39.59	-93.5794	279°	West	374	430	23100	-2,160	Kansas City Center	
10:35PM	39.6053	-93.7033	281°	West	369	425	21000	-2,280	Kansas City Center	
10:36PM	39.625	-93.8408	249°	West	363	418	18800	-2,220	Kansas City Center	
10:37PM	39.6503	-93.9887	235°	Southwest	340	391	16600	-2,040	Kansas City Center	
10:38PM	39.6408	-94.0488	225°	Southwest	339	390	14900	-2,160	Kansas City Center	
10:39PM	39.6719	-94.1875	224°	Southwest	351	404	12300	-2,400	Kansas City Center	
10:40PM	39.6894	-94.2267	223°	Southwest	341	392	9800	-2,100	Kansas City Center	
10:41PM	39.6889	-94.3019	238°	Southwest	321	369	8200	-1,880	Kansas City Center	
10:42PM	39.6997	-94.38	252°	West	301	348	6100	-2,160	Kansas City Center	
10:43PM	39.6767	-94.4739	270°	West	277	318	3900	-1,560	Kansas City Center	
10:44PM	39.6767	-94.5597	275°	West	238	274	3000	-900	Kansas City Center	
10:45PM	39.6208	-94.6294	277°	West	198	228	2100	-840	Kansas City Center	
10:46PM	39.628	-94.6842	275°	West	151	174	1400	-600	Kansas City Center	
10:47PM	39.2892	-94.7206	31°	Northeast	148	168	1000	-180	Kansas City Center	<= UAP Last Sighted
10:57PM	40.0438	-94.1183	31°	Northeast	0	0	0	-120	Estimated	

Table 1. Flight Details

Figure Two contains sunrise, sunset data for St. Louis, MO. This figure shows that sunset at St. Louis was 8:32 PM CDT. [Note: These data obtained from Weather Underground (<http://weatherunderground.com>)] This is nearly one hour before the UAP was originally sighted. Nautical Twilight was at 9:39 PM CDT. This is a few minutes after the time of the alleged original sighting. Bright stars can be visible at this time, but the horizon usually is still visible. Airborne objects would be discernible (with lights), but would be difficult to detect otherwise. Sunset would have been a few minutes later (estimated at about 9 minutes) at the position where the crew first reported the object.






Astronomy				
	Rise	Set		
Actual Time	6:17 AM CDT	8:32 PM CDT		
Civil Twilight	5:47 AM CDT	9:02 PM CDT		
Nautical Twilight	5:10 AM CDT	9:39 PM CDT		
Astronomical Twilight	4:29 AM CDT	10:19 PM CDT		
Moon	6:34 PM CDT (7/30)	3:33 AM CDT (7/30)		
Length Of Visible Light	15h 14m			
Length of Day	14h 14m			
Waxing Gibbous, 92% of the Moon is Illuminated				
Jul 30 Waxing Gibbous	Aug 1 Full	Aug 9 Last Quarter	Aug 17 New	Aug 24 First Quarter
				

Figure 2. Astronomical Data

Figure Three displays weather radar data near the time of the sighting along the route from St. Louis to Kansas City. [Note: These data, obtained from the National Climatic Data Center (<http://www.ncdc.noaa.gov/>)]. It shows shower activity in the area. However, most of the shower activity was south of the route of the aircraft. Weather was not a factor in the sighting as the aircraft was flying at 34,000 feet when the object was first sighted. [Note: Aircraft altitude along its flight is listed in Table One.] The cloud tops of the showers are not known, but given that the showers were south of the aircraft this is not considered to be an issue.

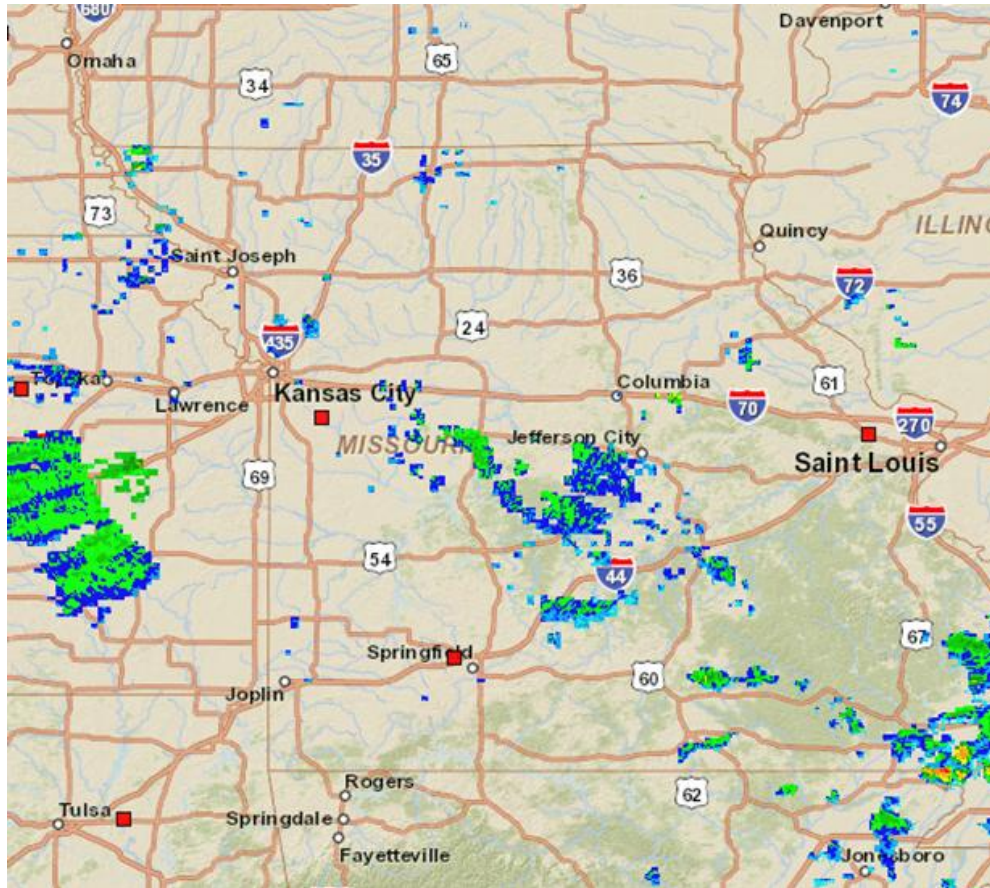


Figure 3. Weather Radar for 07/30/2012 – 9:20 PM CDT
(Green & Blue Indicate Rain Showers Detected by Radar)

The weather at Kansas City Airport near the time of landing (9:53 PM CDT) follows:

Temperature: 80 Degrees F

Humidity: 69%

Winds: ENE 4.6 MPH

Skies: Mostly Cloudy

8,500 Feet Scattered Clouds

15,000 Feet Broken Clouds (Ceiling)

Visibility: 10 Statute Miles

Showers had been recorded earlier in the day at Kansas City.

Figures Four through Nine show the radar track of the aircraft and all primary returns in five minute increments. These radar returns were obtained from McCluth, KS long range radar (see Figure One). Radar returns were also available from Kansas City Airport (short range radar), but they were not used because the long range radar did not indicate any tracking of an unknown

object. The radar charts start before the UAP was reported (9:22 PM to 9:25 PM CDT) and end (9:45 PM) 12 minutes before the aircraft touched down. The white returns show the path of the aircraft. The white arrows display the direction of travel of the aircraft. The red squares show primary returns. Primary returns encompass weather returns, radar angels, aircraft without transponder signals and sometimes UAP's. Radar data was used from McCluth, Kansas (see Figure One). McCluth is a long range radar site (200 nautical miles) and would easily reach the area where the UAP was first sighted. Short range radar data were available for Kansas City Approach, but this was not used because the McCluth radar did not indicate anything unusual. (This is discussed in the results and summary sections.)

Figure Four displays radar data for 9:15 to 9:20 PM CDT. Figure Four shows the movement of the aircraft to the WNW and several primary returns scattered and mostly to the south of the aircraft. The graphic does not indicate any tracking of objects near the aircraft.

Figure Five shows the path of the aircraft from 9:20 to 9:25 PM CDT. This is the time window when the crew saw the UAP (9:22 to 9:25 CDT). Again the graph does not show any tracking of an unknown craft near the aircraft.

Figure Six shows the path of the aircraft from 9:25 to 9:30 PM CDT. There are some "primary returns" that show north-south tracking. I am not sure of the cause of these returns, but I believe this pattern to be "radar angels" and not the tracking of a real object.

Figure Seven shows the path of aircraft from 9:30 PM to 9:35 PM CDT. Figure Seven shows only a few primary echoes.

Figure Eight (9:35 PM to 9:40 PM CDT) shows the aircraft turning from a northwest to southwest heading on approach to Kansas City Airport. Again only a few scattered primary returns are present.

Figure Nine (9:40 PM to 9:45 PM CDT) shows the aircraft nearing final approach to Kansas City Airport. The aircraft is at an altitude of 2,700 feet in the lower left of the chart. Again only a few scattered primary returns are seen.

Figure Ten shows the official tower log for Kansas City Airport on July 30, 2012. [Note: Times are listed in Greenwich Meridian Time (GMT)]. The tower log was reviewed by retired air traffic controller James Mclenahen, NARCAP NTS. He did not find anything "out of the ordinary" in the tower log. No mention is made of any UAP.

The appendix contains a transcription of the voice tapes which contain all communications between SW-3665 with Air Traffic Control and Kansas City Approach. No mention is made of the UAP by the flight crew, Air Traffic Control or Kansas City Approach personnel. My special thanks to James Mclenahen for his efforts in transcribing these voice tapes.

Discussion

This analysis was based on the witness's report, remarks made by Ms. Kay (MUFON investigator who took the report) and all of the other data collected including aviation radar data, weather radar, weather data, tower logs and voice tapes.

This is another "fill-in-the-blanks" case because the witness chose to remain anonymous and did not provide any contact information. This is a common occurrence these days. One of the first "fill-ins" was the aircraft flight which could have only been SW Flight 3665 based on the date, time, origin and destination provided by the pilot.

None of the data supports the reporting witness's sighting of a UAP. The radar does not show any tracking of an object near the aircraft, the tower logs do not indicate anything unusual and the voices tapes contain no mention of the UAP by the crew, air traffic control or Kansas City Approach. However, this does not mean that the UAP was not present; all it says is that these data do not provide any corroboration. The fact that there is no mention at all in the transcripts of the claimed conversation where the pilot asks for radar confirmation of the object casts even more doubt on the validity of the report. Ms. Kay is the only person who talked to the pilot. She was emphatic that the pilot seemed sincere and did not fabricate the report. In short, she believed that the report was authentic. The report by the pilot stated that some passengers saw the object. However, no passengers have stepped forward as yet. This is suspicious considering that the local media (TV) covered the event right after it occurred. The media learned of the event through a local MUFON Internet posting (per conversation with Ms. Kay).

The initial time of the sighting (around 9:22 PM to 9:25 PM) is about 45 minutes after sunset. The report stated that the UAP was visible for 22 minutes after this. I believe that it would have been difficult for the crew to have provided visual details of the UAP during this time due to darkness.

Originally there was some indication that the conversation involving the UAP may have been removed by the FAA. However, further analysis made this assertion more dubious. It remains an open issue.

Conclusion

In conclusion I think that this sighting is either a hoax or the pilot provided erroneous dates or times so that the aircraft flight could not be traced. However, the UAP could have been present if the voice tapes containing the conversation had been removed. The object was described as "disk shaped." This means that the object would have a small "radar cross section" perhaps making it undetectable by radar. Additionally, the object could have been too close to the aircraft to be radar-detectable as a separate object.

Further analysis of this case is probably not justified. The voice tapes have been sent to another aviation expert, but no response has been received. Also I have solicited information from passengers who were on the flight through an internet posting. So far no responses have been received. At this point I consider this case to be closed unless new information is received.

Additional Figures

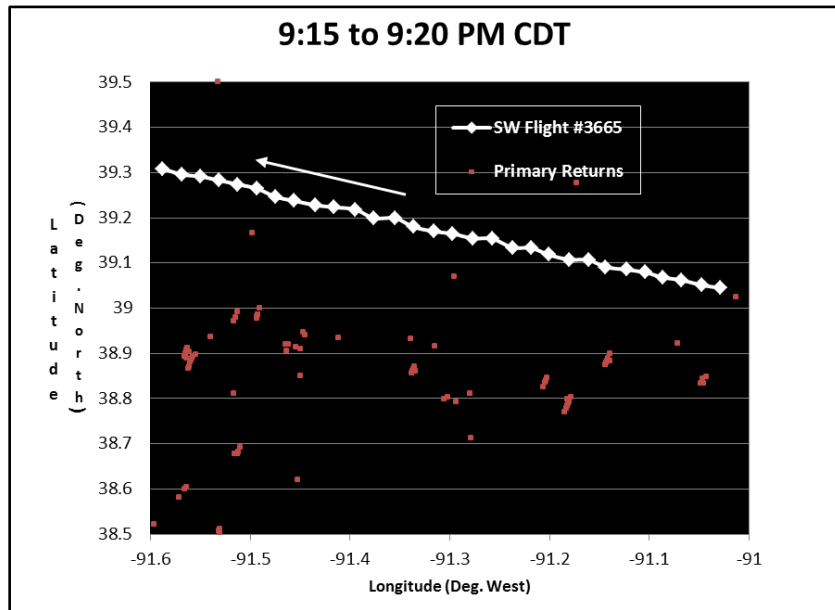


Figure 4.

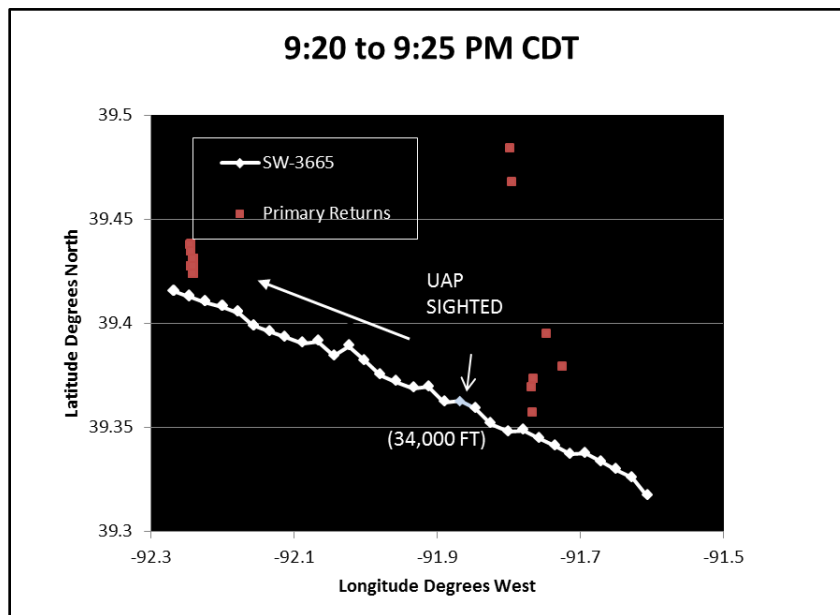


Figure 5.

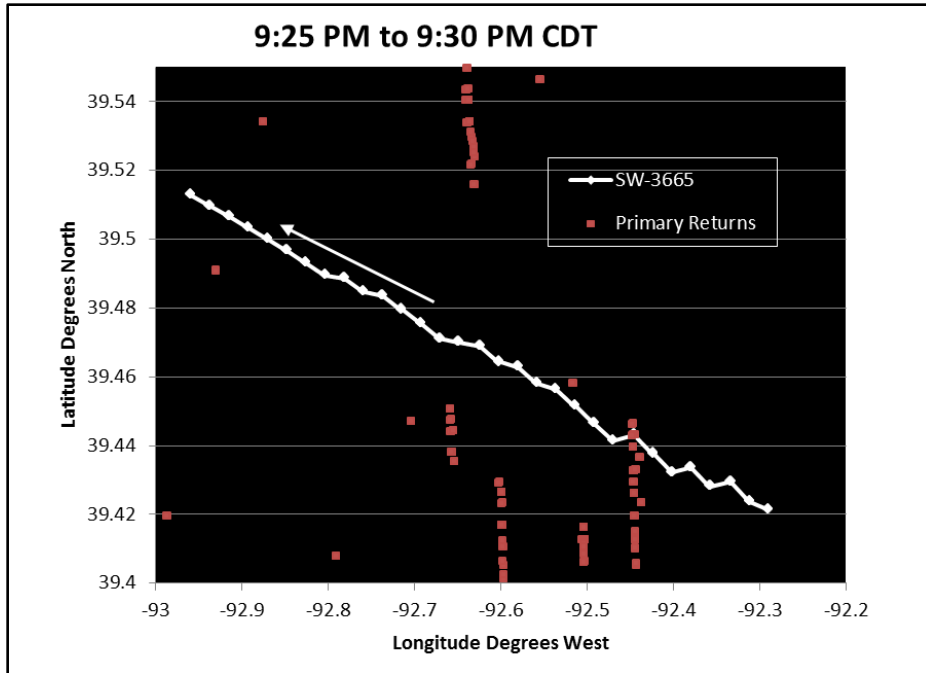


Figure 6.

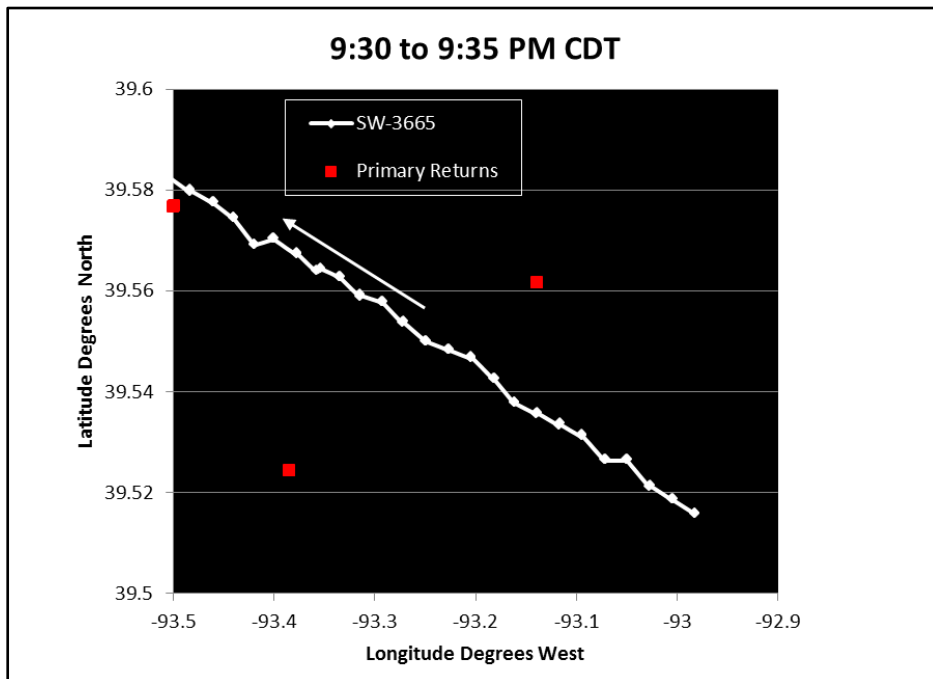


Figure 7.

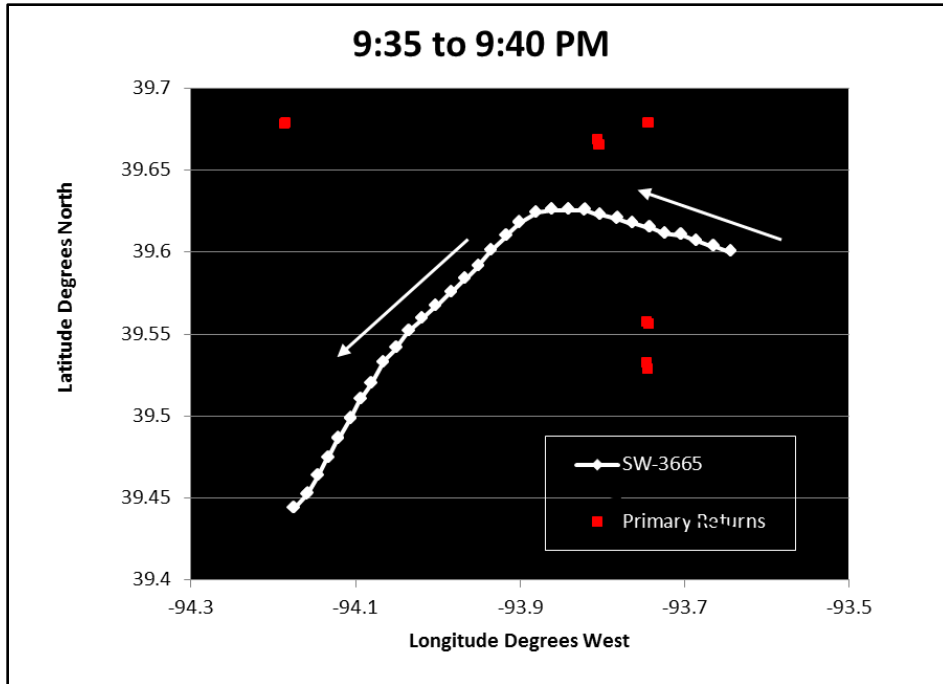


Figure 8.

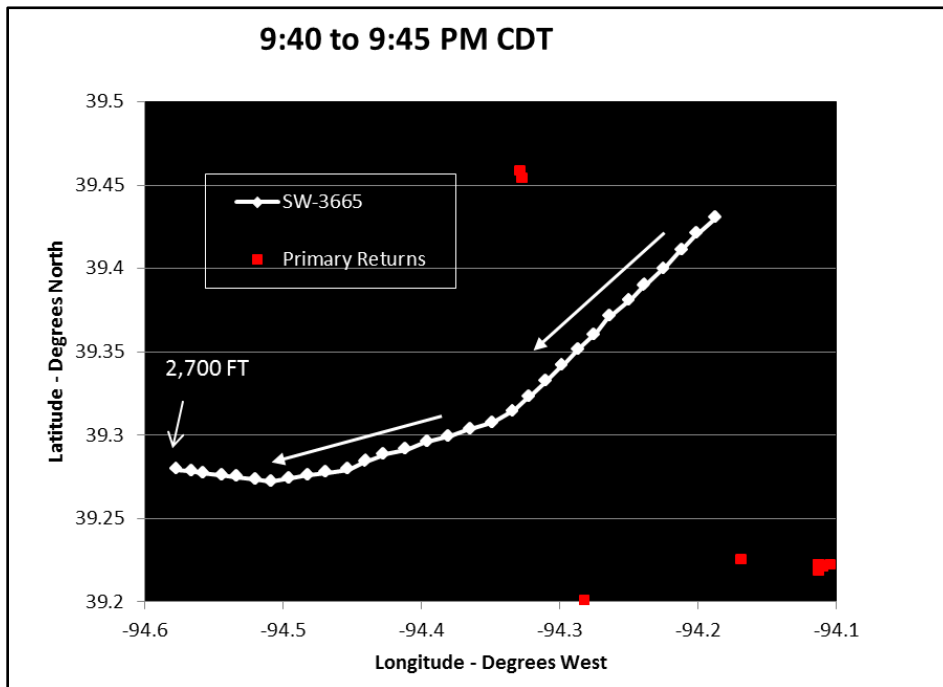


Figure 9.

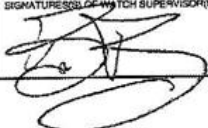
DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 1 of 1
				DATE Jul 30, 2012
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED BY <i>BP</i> AIR TRAFFIC MANAGER David A. Price
Kansas City, MO	MCI	ATCT	OMIC	
UTC TIME	REMARKS			
0500	J.HERMSDORFER ON. CFPL: RY 1R APCH LGTS INTER ALARMING. OTS: 254.25 STDBY TRANS. NORTH FLOW, VISUAL APCHS IN USE. RADAR ON A/B. RADAR OPS IN TWR. -- NY			
0530	WCLC. -- NY			
0530	RY 19L CLSD. AARTE 26. -- NY			
0844	AIRFIELD LGTG E/G ON. -- NY			
0907	RY 19L OPEN. -- NY			
1030	K. MEEKS ON. AARTE 52. -- KJ			
1031	RADAR OPS IN TRACON. -- KJ			
1040	MCI DEP MNTN 6,000 FEET HEADING 270 DEGREES TO 050 DEGREES. -- KJ			
1105	NORMAL MCI DEP HEADINGS AND ALTITUDES. -- KJ			
1106	AIRFIELD LGTG E/G OFF. -- KJ			
1330	WCLC. -- SM			
1800	DALR CHOK. -- KJ			
1814	M. KAHL ON. -- KJ			
2055	RTS: 254.25 STDBY TRANS. -- KO			
2130	WCLC. -- KO			
0230	P. HANSEN ON. -- HN			
0249	RADAR OPS IN THE TOWER. -- HN			
0330	B. BARNES ON. -- BW			
0419	IFR CHANGE OF DESTINATION: MDS262, SH33 CHANGED FROM LANDING GPH TO MCI PER COMPANY REQUEST. ACN. -- BW			
0443	RY 1R/19L CLOSED -- BW			
0459	COB. -- BW			
I CERTIFY that entries above are correct, that all scheduled operations have been accomplished except as noted, and that all abnormal occurrences and conditions have been recorded.		SIGNATURE(S) OF WATCH SUPERVISOR(S) 		

Figure 10. Daily Record of Facility Operation for July 30, 2012 at Kansas City Airport

Appendix

Transcripts of FAA Voice Recordings Concerning SWA 3665
on July 31 (UTC) and July 30, 2012 (CDT)
(All times below in UTC)

(Kansas City ARTCC (ZKC) Sector R53 between 0205 and 0220 UTC)

0208:06 – SWA 3665: Kansas City Center Southwest thirty six sixty five, ten point two five for one five thousand.

0208:12 – ZKC: Southwest thirty six sixty five, Kansas City Center roger, good evening, climb and maintain flight level two three zero.

0208:15 – SWA 3635: two three zero, Southwest thirty six sixty five.

0209:26 – ZKC: Southwest thirty six sixty five contact Kansas City Center one three three point one five, we'll see you.

0209:35 – SWA3665: three three point one five, Southwest thirty three sixty five, ah Southwest thirty six sixty five.

There were no further radio communication between SWA 3665 and ZKC Sector R53.

(Kansas City ARTCC (ZKC) Sector R84 between 0209 and 0228 UTC)

0213:24 – SWA3665: Southwest thirty six sixty five out of two zero point eight, climbing to two three zero.

0213:32 – ZKC: Southwest thirty six sixty five Kansas City Center, climb and maintain flight level three four zero.

0213:38 – SWA 3665: three four zero, still on a runway heading, Southwest thirty six sixty five.

0214:56 – Southwest 3635: you have a new course, Southwest thirty six sixty five.

0215:08 – ZKC: Southwest thirty six sixty five ah fly present heading and I'll have direct BRAMER (sp) for you in a few minutes.

0215:11 – SWA 3665: fly present heading, Southwest thirty six sixty five.

0216:34 – ZKC: Southwest thirty six sixty five proceed direct BRAMER (sp)

0216:38 – SWA 3665: direct BRAMER (sp), Southwest thirty six sixty five.

0218:00 – ZKC: Southwest thirty six sixty five contact Kansas City Center one three three point seven two.

0218:10 – SWA 3665: three three point seven two, Southwest thirty three....

There were no further radio communications between SWA 3665 and ZKC Sector R84.

(Kansas City ARTCC (ZKC) Sector R92 between 0217 and 0234 UTC)

0220:53 – SWA 3665: Southwest thirty six sixty five level three four zero.

0220:55 – ZKC: Southwest thirty six sixty five Kansas City Center.

0223:04 – ZKC: Southwest thirty six sixty five descend at pilots discretion maintain two four zero.

0223:11 – SWA 3665: discretion two four zero, Southwest thirty six sixty five.

0224:50 – ZKC: Southwest thirty six sixty five contact Kansas City Center one two five point two five.

0225:01 – SWA 3665: twenty-five twenty-five Southwest thirty six sixty five.

0225:04 – ZKC: good night.

There were no further communications between SWA 3665 and ZKC Sector R92.

(Kansas City ARTCC (ZKC) Sector R40 between 0223 and 0241 UTC)

0228:17 – SWA 3665: Kansas City Southwest thirty six sixty five out of three four zero discretion to two four zero.

0228:21 – ZKC: Southwest thirty six sixty five Kansas City Center, descend and maintain one two thousand, Kansas City altimeter two niner niner three.

0228:30 – SWA 3665: two nine nine three, descend now to one two thousand, Southwest thirty six sixty five.

0231:11 – SWA 3665: approve direct ah VANCE for Southwest thirty six sixty five

0231:18 – ZKC: naw, unfortunately I have to keep you behind another aircraft Southwest thirty six sixty five.

0234:36 – ZKC: Southwest thirty six sixty five contact Kansas City Approach one two three point niner five.

0234:43 – SWA 3665: twenty three ninety five Southwest thirty six sixty five.

There were no further communications between SWA 3665 and ZKC Sector R40

*(Kansas City International Approach Control (MKC) Departure East
between 0235 and 0244 UTC)*

0236:54 – SWA 3665: Kansas City Approach, Southwest thirty six sixty five nineteen five for one two thousand, we have November.

0237:03 – MKC Departure East: Southwest thirty six sixty five Kansas City approach expect one right, altimeter two niner niner four.

0237:12 – SWA 3665: one right is two seven available.

0237:17 – MKC Departure East: I'm gonna have traffic landing one right ahead of you there so ah we will go see what it looks like a little bit closer in.

0237:22 – SWA 3665: OK.

0237:25 – MKC Departure East: for now just plan one right.

0237:29 – SWA 3665: you got it.

0238:29 – MKC Departure East: Southwest thirty six sixty five descend at pilot's discretion and maintain six thousand.

0238:35 - SWA 3665: Thirty six sixty five at pilot's discretion to six thousand.

0239:31 – MKC Departure East: Southwest thirty six sixty five expect runway two seven.

0239:36 – SWA 3665: expect two seven thank you sir thirty six sixty five appreciate it.

0239:40 – MKC Departure East: Southwest thirty six sixty five fly heading two two zero vectors to the final approach course.

0239:43 – SWA 3665: two two zero for thirty six sixty five.

0240:39 – MKC Departure East: Southwest thirty six sixty five descend at pilot's discretion and maintain four thousand I will have to space you on traffic landing one right.

0240:45 – SWA 3665: four thousand, Southwest twenty six sixty five thirty six sixty five.

0241:10 – MKC Departure East: Southwest thirty six sixty five fly heading two five zero to intercept the two seven localizer.

0241:15 – SWA 3665: two five zero to intercept the two seven localizer Southwest thirty six sixty five.

0241:24 – MKC Departure East: Southwest thirty six sixty five be advised there will be traffic landing simultaneously on runway one left.

0241:28 – SWA 3665: Southwest thirty six sixty five.

0242:44 – MKC Departure East: Southwest thirty six sixty five descend and maintain three thousand advise the airport in sight.

0242:48 – SWA 3665: got the field in sight thirty six sixty five.

0242:55 – MKC Departure East: Southwest thirty six sixty five cleared for a visual approach runway two seven.

0243:00 – SWA 3665: cleared visual to two seven Southwest thirty six sixty five.

0243:26 – MKC Departure East: Southwest thirty six sixty five contact tower one two eight point two good night.

0243:31 – SWA 3665: twenty eight two appreciate the help Southwest thirty six sixty five good night.

There were no further communications between SWA 3665 and MKC Departure East.

*(Kansas City International Control Tower (MKC), Local Control West
between 0244 and 0247 UTC)*

0244:11 – SWA 3665: good evening international tower Southwest thirty six sixty five about seven out for two seven.

0244:15 – MKC Local Control West: Southwest thirty six sixty five international tower, good evening, runway 27 cleared to land, traffic is a U one forty five turning about a 6 mile final for runway one left.

0244:20 – SWA 3665: Cleared to land two seven Southwest thirty six sixty five.

There were no further communications between SWA 3665 and MKC Local Control West.

*(Kansas City International Control Tower (MKC), Ground Control West
between 0247 and 0249 UTC)*

0248:58 – SWA 3665: Southwest thirty six sixty five on ground.

0249:05 – MKC Ground Control West: nope I'm ground Southwest thirty six sixty five international ground taxi to the ramp via Charlie and Charlie eight.

0249:12 – SWA 3665: charlie and charlie eight, Southwest thirty six sixty five.

There were no further communications between SWA 3665 and MKC Ground Control West.