

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety Washington, D.C. 20594

April 22, 2016

Attachment 2 – Partial Transcripts

AIR TRAFFIC CONTROL SPECIALIST'S REPORT

CEN15FA190

CEN15FA190 // N789UP // TRANSCRIPTS-TIMELINE

Time (CDT)	Agency	Transmission / Information
		Date of accident: April 7, 2015
	PIA	Peoria ATCT
	N789UP	Accident Aircraft
	N878BW	Other aircraft on PIA frequency that attempted to contact N789UP upon request of PIA
	ZAU	Chicago ARTCC
1152:06	N789UP	peoria twin cessna seven eight nine uniform papa we're level four thousand request the I-L-S two zero at bloomington
1152:16	PIA	cessna seven eight niner uniform papa peoria approach uh roger expect vectors I-L-S runway two
1152:21	N789UP	if we could we'd like to do uh two zero
1152:25	PIA	sorry about that uh vectors I-L-S two zero
1152:32	N789UP	I-L-S two zero nine u papa
1154:18	PIA	chancellor niner uniform papa fly heading three three zero vector approach
1154:21	N789UP	three three zero nine uniform papa
1156:31	PIA	peoria information india now current
1159:11	N789UP	nine uniform papa we'll take lower when able
1159:16	PIA	chancellor niner uniform pop descend and maintain two thousand five hundred
1159:20	N789UP	two point five nine uniform papa
0000:01	PIA	chancellor niner uniform papa turn left heading two niner zero
0000:04	N789UP	left to two nine zero nine uniform papa
0000-20	PIA	chancellor niner uniform papa five miles from egrow turn left heading two three zero maintain two thousand five hundred until
0000:39		established on the localizer cleared I-L-S runway two zero approach
0000:47	N789UP	two three zero two point five til established [uninteligible] cleared for the I-L-S two zero approach nine uniform papa
0001:47	PIA	chancellor niner uniform papa report I-F-R cancellation on this frequency in the air or on the ground, radar services terminated and
0001.47		frequency change approved
0001:55	N789UP	thank[uninteligible]
	N789UP	**un-certified privately recorded audio obtained from liveATC.net / time is synchronized as closely as possible with certified ATC
0002:00		voice recordings obtained from PIA ATCT** [uninteligible] twin cessna seven eight nine uniform pop is coming up on egrow I-L-S
		runway two zero full stop
		**No further transmissions were recorded from the accident airplane **
0008:55	PIA	chancellor nine uniform papa peoria
0012:20	PIA	chancellor nine uniform papa peoria
0012:45	N878BW	peoria approach eclipse eight bravo whiskey with ya one six thousand we have information india
0012:54	PIA	eclipse eight seven eight bravo whiskey peoria approach uh I-L-S four or one three your choice

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0013:02	N878BW	uh we couild go uh I-L-S uh four eight bravo whiskey
0013:11	PIA	eclipse eight bravo whiskey uh thanks and uh do you have for a favor
0013:16	N878BW	yeah sure go ahead
0013:18	PIA	eclipse eight bravo whiskey would you be able to uh go over to bloomington tower frequency is uh one two four point six and see if
		theres a uh twin cessna nine uniform papa on the ground there he needs to cancel his I-F-R with me
0013:32	N878BW	okay uh one two four point six and it was a twin cessna what was the N number
0013:38	PIA	twin cessna nine uniform papa and then uh you can just come back on my frequency
0013:43	N878BW	okay we'll try that
0013:45	PIA	thanks
0014:38	N878BW	and peoria eclipse eight seven eight bravo whiskey unable to contact uh nine uniform papa
0014:46	PIA	eclipse eight bravo whiskey roger thanks for tryin' though and uh you can descend at pilots discretion maintain four thousand
0014:52	N878BW	pilots discretion down to four eight bravo whiskey we'll start now
0015:49	PIA	eclipse eight bravo whiskey you're not picking up any E-L-T's or anything from over there are ya
0015:53	N878BW	uhhlet me check on that real quick eight bravo whiskey
0016:12	N878BW	uhhno we're not picking up any E-L-T's um [pause] I'll go over to one twenty four six and see if we can't uh do that again real quick
0016:21	PIA	that'd be great thanks
0016:51	N878BW	uh just went there unable to get ahold of nine nine uniform pop
0016:57	PIA	say again you youno answer
0017:00	N878BW	yep no answer
0017:01	PIA	okay thanks for tryin'
		(Transmissions with/by other aircraft not germane to this accident were omitted from the written transcript)
0034:50	ZAU	[INTERPHONE] chicago center
0034:51	PIA	[INTERPHONE] hey this is peoria with a question
0034:53	ZAU	[INTERPHONE] go ahead sir
0034:54	PIA	[INTERPHONE] umI see your numbers in the system for E-L-T alerts, and we're not having an E-L-T however uh a controller at peoria
0034.34		here cleared an aircraft into bl- bloomington airport
0035:05	ZAU	[INTERPHONE] uh-huh
	PIA	[INTERPHONE] and uh he did not cancel I-F-R however we had a strange uh um target pop up off of bloomington after they uh were
0035:06		on the I-L-S and uh a target popped up off of bloomington climbing, it appeared to ident and then dropped off radar and uh it seems
		concerning do youdo youshould we talk to you about that or do you recommend us maybe calling somebody else like the uh the
		county police in that area
0035:34	ZAU	[INTERPHONE] umI'm sorry who are you talk

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0035:38	PIA	[INTERPHONE] this is peoria
0035:39	ZAU	[INTERPHONE] okay yeah, you need to be uh getting some eyes down there if uh and uhh you definitely need to be putting that on the DEN as well
0035:49	PIA	[INTERPHONE] oh the DEN fantastic
0035:51	ZAU	[INTERPHONE] umso wellonly after a certain amount of time
0035:56	PIA	[INTERPHONE] I know I know you're supposed to wait about a half an hours is kind of the max limit here so
0036:00	ZAU	[INTERPHONE] right but if but if you have concerns jump on it early um yeah I woiuld get eyes out there just to just to make sure if something (uninteligible)
0036:11	PIA	[INTERPHONE] alright wewe called airport ops however they're not on the field out there so we're the uh controller that was actually working the aircraft is calling them back right now we're going to try to get somebody out to the airport and take a look but I thouight we could give someone a call just for a recommendation as well
0036:26	ZAU	[INTERPHONE] oh absolutely you you want eyes out there and uh and definitely keep it within the time frame if if you're past that call the DEN let em know what you're doing that you are working it and ya know
0040:00	PIA	PIA ATCT contacts the DEN and makes notification that they had cleared the accident aircraft into BMI about a half our prior and the aircraft hadn't cancel IFR with him. He thought it was suspicious because he dropped off radar and then I did see a target appeared to have popped up northeast of the field maybe a mile, climbed for about two sweeps, appeared to have idented and then it disappeared off my radar so he was concerned abou that. Continued to pass the remainder of the information, stated that he would enter an ALNOThad contacted the airport authority but not LEO at that time.
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