



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

This partial transcript was produced by NTSB ATC Investigations from certified audio data provided by Peoria ATCT

## CEN15FA190 // N789UP // TRANSCRIPTS-TIMELINE

Time (CDT)	Agency	Transmission / Information
0013:02	N878BW	<i>uh we couild go uh I-L-S uh four eight bravo whiskey</i>
0013:11	PIA	<i>eclipse eight bravo whiskey uh thanks and uh do you have for a favor</i>
0013:16	N878BW	<i>yeah sure go ahead</i>
0013:18	PIA	<i>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</i>
0013:32	N878BW	<i>okay uh one two four point six and it was a twin cessna what was the N number</i>
0013:38	PIA	<i>twin cessna nine uniform papa and then uh you can just come back on my frequency</i>
0013:43	N878BW	<i>okay we'll try that</i>
0013:45	PIA	<i>thanks</i>
0014:38	N878BW	<i>and peoria eclipse eight seven eight bravo whiskey unable to contact uh nine uniform papa</i>
0014:46	PIA	<i>eclipse eight bravo whiskey roger thanks for tryin' though and uh you can descend at pilots discretion maintain four thousand</i>
0014:52	N878BW	<i>pilots discretion down to four eight bravo whiskey we'll start now</i>
0015:49	PIA	<i>eclipse eight bravo whiskey you're not picking up any E-L-T's or anything from over there are ya</i>
0015:53	N878BW	<i>uhh....let me check on that real quick eight bravo whiskey</i>
0016:12	N878BW	<i>uhh....no 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</i>
0016:21	PIA	<i>that'd be great thanks</i>
0016:51	N878BW	<i>uh just went there unable to get ahold of nine nine uniform pop</i>
0016:57	PIA	<i>say again you you...no answer</i>
0017:00	N878BW	<i>yep no answer</i>
0017:01	PIA	<i>okay thanks for tryin'</i>
		<i>(Transmissions with/by other aircraft not germane to this accident were omitted from the written transcript)</i>
0034:50	ZAU	<i>[INTERPHONE] chicago center</i>
0034:51	PIA	<i>[INTERPHONE] hey this is peoria with a question</i>
0034:53	ZAU	<i>[INTERPHONE] go ahead sir</i>
0034:54	PIA	<i>[INTERPHONE] um...I 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 here cleared an aircraft into bl- bloomington airport</i>
0035:05	ZAU	<i>[INTERPHONE] uh-huh</i>
0035:06	PIA	<i>[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 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 you...do you...should we talk to you about that or do you recommend us maybe calling somebody else like the uh the county police in that area....</i>
0035:34	ZAU	<i>[INTERPHONE] um...I'm sorry who are you talk...</i>

