

UNITED STATES OF AMERICA  
NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *
*
LIFEGUARD N59773 ACCIDENT *
NOVEMBER 28, 2011 * Docket No.: CEN12LA086
RIVERWOODS, ILLINOIS *
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Radio Communications

November 28, 2011



R E C O R D I N G

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2 AIR TRAFFIC CONTROL: Sector 1, Danville. Lifeguard.

3 Lifeguard 773 direct to Chicago Executive.

4 LIFEGUARD N59773: That's right.

5 AIR TRAFFIC CONTROL: Okay.

6 SOUTHWEST 3602: Southwest 36-02. Turning 3-1-0.

7 AIR TRAFFIC CONTROL: Right turn 3-1-0. Southwest 36-  
8 02.9 UNIDENTIFIED SPEAKER: (Indiscernible), what's, what's  
10 our calling sign? 773, what's the numbers into Palwaukee?11 AIR TRAFFIC CONTROL: Lifeguard 773, Chicago approach  
12 (indiscernible) Runway 1-6 into Executive Airport.13 LIFEGUARD N59773: Yeah. We'll be on our left, so I'll  
14 probably have to be circling back to 1.15 AIR TRAFFIC CONTROL: Lifeguard 773, roger. Have to  
16 cancel the circle. Weather should be good enough to do that.17 LIFEGUARD N59773: Yeah, I think we're still going to be  
18 able to get in that airport counter from down there, so --

19 AIR TRAFFIC CONTROL: Southwest 36-80 reissue to 2-1-0.

20 SOUTHWEST 3680: We're 2-10 out of (indiscernible). 36-  
21 80.22 AIR TRAFFIC CONTROL: Southwest 36-02 turning 0-1-0.  
23 Intercept Runway 4 right localizer.24 SOUTHWEST 3602: 0-1-0 to intercept the 4 right  
25 localizer. Southwest 36-02.

1 AIR TRAFFIC CONTROL: Southwest 9-51, maintain 2-1-0  
2 knots.

3 SOUTHWEST 951: 210 knots. Southwest 9-51.

4 AIR TRAFFIC CONTROL: Southwest 36-02, you're about 5  
5 miles from Ermin. Maintain 2,500 to establish on the localizer.  
6 (indiscernible) for that approach maintain 1-7-0 knots radar  
7 Ermin.

8 SOUTHWEST 3602: Okay. 2500 to establish, 170 knots to  
9 Ermin. Southwest 36-02.

10 AIR TRAFFIC CONTROL: Southwest 36-80, when you slow,  
11 just want to maintain 2,500.

12 SOUTHWEST 3680: 2500 was at 210 knots. Southwest 36-  
13 80.

14 AIR TRAFFIC CONTROL: Southwest 9-51, when you're slow  
15 just still maintain 2,500.

16 SOUTHWEST 951: 2,500, Southwest 9-51.

17 AIR TRAFFIC CONTROL: Southwest 36-02 at Ermin calling  
18 midway tower 1-1-8.7.

19 SOUTHWEST 3602: 18.7 at Ermin and confirm we are clear  
20 for the approach?

21 AIR TRAFFIC CONTROL: Southwest 36-02, affirm, you're  
22 clear for the approach 170 radar Ermin and tower 1-1-8.7.

23 SOUTHWEST 3602: All right. Clear for the approach 170  
24 Ermin and we'll switch to tower there. Southwest 36-02.

25 AIR TRAFFIC CONTROL: Southwest 36-80, turn right

1 heading 3-1-0, maintain 1-7-0 knots.

2           SOUTHWEST 3680: 3-1-0 heading and 170 knots. Southwest  
3 36-80.

4           AIR TRAFFIC CONTROL: Lifeguard 7-7-3, turn 10 degrees  
5 right. I'm going to have to take you just along the shoreline to  
6 get up to Executive Airport.

7           Lifeguard 7-7-3, turn 10 degrees right. I'm going to  
8 have to take you along the shoreline to get you up to Executive  
9 Airport.

10           LIFEGUARD N59773: Lifeguard. 10 right. 7-7-3.

11           SOUTHWEST 3236: Southwest 32-36, that's looking at a  
12 2.2 for 3,000.

13           AIR TRAFFIC CONTROL: Southwest 36-80, turning 0-3-0,  
14 intercept Runway 4 right localizer.

15           SOUTHWEST 3680: 0-3-0 heading, intercept the 4 right  
16 localizer. Southwest 36-80.

17           AIR TRAFFIC CONTROL: Southwest 32-36, Chicago approach,  
18 radar contact, climb, maintain 6,000.

19           SOUTHWEST 3236: 6,000. Southwest 32-36.

20           AIR TRAFFIC CONTROL: Southwest 36-80, you're about 5  
21 miles from Ermin. Maintain 2,500 to establish on the localizer.  
22 (indiscernible) for that approach maintain 1-6-0 knots to Ermin.

23           SOUTHWEST 3680: 160 to Ermin. 2,500 to establish and  
24 then (indiscernible). Southwest 36-80.

25           AIR TRAFFIC CONTROL: Southwest 9-51, maintain 1-7-0

1 knots.

2 SOUTHWEST 951: 170 knots. Southwest 9-51.

3 AIR TRAFFIC CONTROL: Southwest 36-80 make a 70 heading  
4 intercept as you go through (indiscernible) there.

5 Southwest 36-80, 1-5-0 knots to Ermin. At Ermin calling  
6 midway tower, 1-1-8.7.

7 SOUTHWEST 3680: 150 to Ermin and calling  
8 (indiscernible). 36-80.

9 AIR TRAFFIC CONTROL: Southwest 32-36, turning 2-1-0.

10 SOUTHWEST 3236: Heading 2-1-0. Southwest 32-36.

11 (Pause.)

12 AIR TRAFFIC CONTROL: Southwest 9-51, turning 0-1-0,  
13 intercept Runway 4R localizer.

14 SOUTHWEST 951: Heading 0-1-0 (indiscernible) 4 right.  
15 Southwest 9-51.

16 SOUTHWEST 361: Southwest 3-6-1. Getting an  
17 (indiscernible) 6,000 Sierra.

18 AIR TRAFFIC CONTROL: Southwest 3-6-1, Chicago approach  
19 Tango-Sierra (indiscernible) advise me of Tango. Go to Cadon.  
20 Intercept Runway 4R localizer.

21 SOUTHWEST 361: All right. We'll get Tango at Cadon  
22 intercept the localizer 4 Right. Southwest 3-61.

23 AIR TRAFFIC CONTROL: Southwest 32-36, climb, maintain  
24 1-2,000.

25 SOUTHWEST 3236: 1-2,000. Southwest 32-36.

1 AIR TRAFFIC CONTROL: Southwest 9-5-1, you're 5 miles  
2 from Ermin. Maintain 2,500 to establish on the localizer.

3 (indiscernible) for that approach maintain 1-5-0 knots to Ermin.

4 SOUTHWEST 951: All right. 150 to Ermin and clear  
5 (indiscernible). Southwest 9-51.

6 UNIDENTIFIED SPEAKER: (indiscernible) 5-4-7 X-ray.  
7 (indiscernible) local 3,000 and then turn to 0-9-0.

8 AIR TRAFFIC CONTROL: 9-4-7 X-ray (indiscernible)  
9 Chicago approach radar contact, flying 0-7-0. Climb, maintain 1-  
10 5,000.

11 UNIDENTIFIED SPEAKER: 0-7-0, that's 1-5 -- 15,000. 7-  
12 2-0.

13 AIR TRAFFIC CONTROL: Lifeguard 7-7-3, flying 0-4-0.

14 LIFEGUARD N59773: 0-4-0 (indiscernible).

15 (Pause.)

16 AIR TRAFFIC CONTROL: Southwest 9-51, at Ermin calling  
17 midway tower 1-1-8.7.

18 SOUTHWEST 951: Tower at Ermin. Southwest 9-51. Good  
19 night.

20 SOUTHWEST 361: Southwest 3-61-Tango.

21 AIR TRAFFIC CONTROL: Southwest 3-6-1, roger, maintain  
22 4,000.

23 SOUTHWEST 361: 4,000. Southwest 3-61.

24 AIR TRAFFIC CONTROL: Southwest 32-36, go to Macon  
25 (ph.).

1           SOUTHWEST 3236: Macon. Southwest 32-36.

2           (Pause.)

3           AIR TRAFFIC CONTROL: Southwest 32-36, calling Chicago  
4 center on 1-2-0.12.

5           SOUTHWEST 3236: 20.12. Southwest 32-36. Good day.

6           (Pause.)

7           AIR TRAFFIC CONTROL: (indiscernible)-X-ray-  
8 (indiscernible) Sector Loukie (ph.).

9           UNIDENTIFIED SPEAKER: Sector Loukie (indiscernible).

10          AIR TRAFFIC CONTROL: Southwest 3-61, you're about 1-8  
11 miles from Cadon. Cross Cadon at 4,000. Clear ILS for that  
12 approach, maintain -- actually, speed discretion.

13          SOUTHWEST 361: I cross Cadon 4,000; clear ILS  
14 (indiscernible). Southwest 3-61.

15          AIR TRAFFIC CONTROL: Lifeguard 7-7-3, flying 0-1-0.

16          LIFEGUARD N59773: 0-1-0. 7-7-3.

17          (Pause.)

18          AIR TRAFFIC CONTROL: Miller-7-X-ray (indiscernible) out  
19 of Chicago center 1-2-0.35, 20.35.

20          UNIDENTIFIED SPEAKER: 20.35. 7-X-ray-(indiscernible).

21          AIR TRAFFIC CONTROL: Southwest 3-61 over Ermin calling  
22 midway tower, 1-1-8.7.

23          SOUTHWEST 361: Call the tower at Ermin. Good night.  
24 Southwest 3-61.

25          (Pause.)

1 AIR TRAFFIC CONTROL: Lifeguard 7-7-3, flying 3-5-0.

2 LIFEGUARD N59773: Lifeguard 7-7-3. Use 3-5-0.

3 (Pause.)

4 SOUTHWEST 156: Southwest 1-56, 2-2 for 3.

5 AIR TRAFFIC CONTROL: Southwest 1-56, Chicago approach  
6 radar contact, climb, maintain 1-2,000, direct to Ernd (ph.).

7 SOUTHWEST 156: Climb to 1-2,000, go direct to Ernd.  
8 Southwest 1-56.

9 SOUTHWEST 410: (indiscernible) Southwest 4-10. 5,000,  
10 direct page is Mike.

11 AIR TRAFFIC CONTROL: Southwest 4-10, Chicago approach  
12 (indiscernible) page. You might be able to visual when it's get a  
13 little bit lower, though.

14 SOUTHWEST 410: All right. Thank you.

15 AIR TRAFFIC CONTROL: Lifeguard 7-7-3 descend making  
16 3,300.

17 LIFEGUARD N59773: 3,300. Lifeguard 7-7-3.

18 (Pause.)

19 SOUTHWEST 1382: Departure Southwest 13-82. Leveling 5-  
20 0 -- or leveling 3,000.

21 AIR TRAFFIC CONTROL: Southwest 13-82, Chicago approach,  
22 radar contact, climb, maintain 1-2,000.

23 SOUTHWEST 1382: 1-2,000. Southwest 13-82.

24 AIR TRAFFIC CONTROL: Southwest 1-56, calling Chicago  
25 center on 1-2-0.12.



1           SOUTHWEST 1382: 20.12. Southwest 1-56.  
2           (Pause.)  
3           AIR TRAFFIC CONTROL: Southwest 13-82, flying 2-7-0.  
4           SOUTHWEST 1382: At 2-7-0. Southwest 13-82.  
5           AIR TRAFFIC CONTROL: (indiscernible) 4-10, maintain  
6 3,000.  
7           AIRCRAFT 410: 3,000, okay. 4-10.  
8           (Pause.)  
9           AIR TRAFFIC CONTROL: Lifeguard 7-7-3, descend, maintain  
10 3,000.  
11          LIFEGUARD N59773: 3,000. 7-7-3.  
12          AIR TRAFFIC CONTROL: (indiscernible) 4-10, turn 10  
13 degrees right, maintain 2,500.  
14          AIRCRAFT 410: 10 right, 2,500. 4-10.  
15          AIR TRAFFIC CONTROL: Lifeguard 7-7-3, connect Chicago,  
16 approach channel 1-2-5.0.  
17          LIFEGUARD N59773: 1-25.0. Lifeguard 7-7-3.  
18          (Pause.)  
19          EAGLE 3881: Eagle Flight 38-81, (indiscernible) 3 for  
20 5.  
21          AIR TRAFFIC CONTROL: Eagle Flight 38-81 Chicago  
22 approach, radar contact, climb, maintain 1-3,000.  
23          EAGLE 3881: I'm 1-3,000. Eagle Flight 38-81.  
24          LIFEGUARD N59773: Chicago. Lifeguard 5-9-7-7-3 with  
25 you at 3.5 to 3.

1 AIR TRAFFIC CONTROL: Lifeguard 5-9-7-7-3, Chicago  
2 approach. Advising of the current weather information for  
3 Executive Express vector ILS Runway 1-6.

4 LIFEGUARD N59773: We've got, we've got the current  
5 weather?

6 AIR TRAFFIC CONTROL: United 3-63, contact  
7 (indiscernible) tower 1-2-0.7-5.

8 UNITED 663: 20.75. United 3-6-3. Have a good night.

9 AIR TRAFFIC CONTROL: United 4-2-7, turn left heading 2-  
10 5-0, contact Chicago center 1-3-3.3-5. Good night.

11 UNIDENTIFIED SPEAKER: (indiscernible) stay on the  
12 heading on 3-3-3-5 (indiscernible). 4-2-7.

13 AIR TRAFFIC CONTROL: Southwest 9-27, turn left heading  
14 1-2-0, intercept Runway 1-0 localizer.

15 SOUTHWEST 927: I'm turning 1-20 to join for Southwest  
16 9-27.

17 AIR TRAFFIC CONTROL: Flight 38-81, turn left heading 2-  
18 7-0.

19 FLIGHT 38-81: Velocity (indiscernible). Flight 38-81.

20 AIR TRAFFIC CONTROL: Southwest 9-27, turn left and  
21 climb, maintain 3,000 to establish on localizer (indiscernible) on  
22 1-0 approach.

23 PLANE: 3,000 to establish (indiscernible) 1-0 to  
24 (indiscernible) 9-27.

25 AIR TRAFFIC CONTROL: Eagle Flight 31-81, turn left

1 heading 2-5-0.

2 AIRCRAFT 3181: 2-5-0. Flight 31-81.

3 AIR TRAFFIC CONTROL: Southwest 9-27, cease your  
4 discussion. Contact (indiscernible) tower RC 1-2-0.75. Good day.

5 SOUTHWEST 927: Thank you so much for calling us. RC 1-  
6 2-0.75. Southwest 9-27. Good night.

7 AIR TRAFFIC CONTROL: Yeah, Flight 38-81, contact  
8 Chicago center 1-3-3.35. Good night.

9 EAGLE 3881: 1-3-3.35. Eagle 38-81, see you.

10 (Pause.)

11 FLIGHT 3700: Yeah, (indiscernible) 3700 (indiscernible)  
12 pass 4 for 5.

13 AIR TRAFFIC CONTROL: Yeah, Flight 3700, Chicago  
14 approach, radar contact, climb, maintain 1-3,000.

15 FLIGHT 3700: Okay. Going to 1-3,000. Gulf 37.

16 (Pause.)

17 AIR TRAFFIC CONTROL: Eagle Flight 3700, turn left  
18 heading 2-7-0.

19 FLIGHT 3700: (indiscernible) heading. 3700.

20 (Pause.)

21 FLIGHT 4165: Flight (indiscernible) 41-65 out of 2.8  
22 climbing 5,000.

23 AIR TRAFFIC CONTROL: Eagle Flight 41-65, Chicago  
24 approach, radar contact, climb, maintain 1-5,000.

25 FLIGHT 4165: Climb to 1-5,000. Flight 41-65.

1 (Pause.)

2 AIR TRAFFIC CONTROL: Eagle Flight 3700, flying 2-5-0,  
3 contact Chicago center 1-3-3.35.

4 FLIGHT 3700: I'm heading at 33.35.

5 FLIGHT 3715: Eagle Flight 37-15. 2,500 or 5,000?

6 AIR TRAFFIC CONTROL: And Flight 37-15, Chicago  
7 approach, radar contact, climb, maintain 1-5,000.

8 FLIGHT 3715: Go 1-5,000. Eagle Flight 37-15.

9 AIR TRAFFIC CONTROL: Eagle Flight 41-65, proceed direct  
10 Mobile.

11 FLIGHT 4165: Mobile. Eagle Flight 41-65.

12 (Pause.)

13 AIR TRAFFIC CONTROL: Eagle Flight 37-15, direct Mobile.

14 FLIGHT 3715: Direct Mobile. Eagle Flight 37-15.

15 (Pause.)

16 FLIGHT 1788: (indiscernible) 17-88, (indiscernible) on  
17 1,000, we have (indiscernible).

18 AIR TRAFFIC CONTROL: (indiscernible) 17-88, Chicago  
19 approach, Runway 1-0.

20 FLIGHT 1788: 1-0.

21 AIR TRAFFIC CONTROL: Lifeguard 5-Niner-7-7-3, turn 20  
22 degrees left.

23 LIFEGUARD N59773: Left 20, 7-7-3.

24 (Pause.)

25 AIR TRAFFIC CONTROL: Eagle Flight 41-65, contact

1 Chicago center 1-2-0.35.

2 FLIGHT 4165: 20.35. Flight 41-65.

3 LIFEGUARD N59773: Chicago, Lifeguard 7-7-3. Request  
4 direct PME.

5 AIR TRAFFIC CONTROL: Lifeguard 7-7-3, direct PME.

6 Descend and maintain 2,400.

7 LIFEGUARD N59773: 2,400 to PME.

8 (Pause.)

9 AIR TRAFFIC CONTROL: And Flight 37-15, contact Chicago  
10 center 1-2-0.35.

11 FLIGHT 3715: 1-2-0.35, Eagle Flight 37-15.

12 (Pause.)

13 AIR TRAFFIC CONTROL: And 4-38, 21-6-0.

14 (Pause.)

15 AIR TRAFFIC CONTROL: Lifeguard 7-7-3, flight heading of  
16 2-Niner-0. I can't give you an ILS at PME. I'm going to have to  
17 turn you on outside of PME.

18 LIFEGUARD N59773: We are declaring emergency.

19 AIR TRAFFIC CONTROL: I'm sorry, who's declaring  
20 emergency?

21 LIFEGUARD N59773: I'm sorry, we are declaring  
22 emergency.

23 AIR TRAFFIC CONTROL: Lifeguard 7-7-3, you are declaring  
24 an emergency?

25 LIFEGUARD N59773: Yes, ma'am.

1 AIR TRAFFIC CONTROL: Lifeguard 7-7-3, you still want to  
2 land Palwaukee?

3 LIFEGUARD N59773: 5-9-7-7-3. Unable. We are out of  
4 fuel and we are coasting.

5 AIR TRAFFIC CONTROL: Lifeguard 7-7-3, do you have the  
6 airport in sight?

7 LIFEGUARD N59773: Negative. What are the cloud tops  
8 at, please?

9 AIR TRAFFIC CONTROL: The cloud deck is 1400 feet  
10 overcast.

11 LIFEGUARD N59773: 1400, roger. We are going to be  
12 coasting down and we'll let you know when we got visual on  
13 something.

14 UNIDENTIFIED SPEAKER: Go straight to the field, please.

15 LIFEGUARD N59773: We're going straight to the field.

16 AIR TRAFFIC CONTROL: Lifeguard 7-7-3, roger.

17 (indiscernible) 17-88, descend maintain 7,000.

18 FLIGHT 1788: 7,000. Thank you. 17-88.

19 AIR TRAFFIC CONTROL: United 4-83, turn right 1-8-0.

20 UNITED 180: Right 1-8-0. That's 4-83. We have  
21 (indiscernible).

22 AIR TRAFFIC CONTROL: Lifeguard 7-7-3, low altitude  
23 alert. MD in your area is 2,400.

24 LIFEGUARD N59773: 7-7-3.

25 FLIGHT 586: Spirit 5-86. Switch at 3500, climb 5,000.

1 AIR TRAFFIC CONTROL: Flight 5-86, Chicago approach,  
2 radar contact, climb, maintain 1-3,000.

3 FLIGHT 586: 1-3; 13,000. Spirit 5-86.

4 AIR TRAFFIC CONTROL: United 4-38, turn right 1-8-0.

5 FLIGHT 438: Right 1-8-0. We're in the (indiscernible)  
6 airport (indiscernible).

7 AIR TRAFFIC CONTROL: Yeah, Flight 39-18, direct Mobile,  
8 climb, maintain 1-5,000. You have radar contact.

9 FLIGHT 3918: Direct Mobile, climb to 15, 1-5. 3918.

10 AIR TRAFFIC CONTROL: Lifeguard 7-7-3, do you have the  
11 airport in sight?

12 LIFEGUARD N59773: 7-7-3. We do.

13 AIR TRAFFIC CONTROL: Lifeguard 7-7-3, clear original  
14 approach Runway 1-6.

15 LIFEGUARD N59773: (Indiscernible).

16 AIR TRAFFIC CONTROL: Lifeguard 7-7-3, report canceling  
17 IFR this frequency. Frequency change approved.

18 LIFEGUARD N59773: Copy that.

19 (Pause.)

20 AIR TRAFFIC CONTROL: United 4-83, descend and maintain  
21 7,000.

22 FLIGHT 483: At this time maintain 7,000. United 4-83.

23 AIR TRAFFIC CONTROL: United Flight 39-18, contact  
24 Chicago center 1-2-0.35.

25 UNITED 3918: 20.35. 39-18. Good night.

1 AMERICAN 794: (indiscernible) 7-94, 10,000 X-ray.

2 AIR TRAFFIC CONTROL: Yeah, 7-94, Chicago approach, 21-  
3 6-0 vectors, ILS Runway 1-0.

4 AMERICAN 794: Heading 1-6-0, American 7-94.

5 AIR TRAFFIC CONTROL: (indiscernible) 17-88, turn left,  
6 heading 2-Niner-0.

7 FLIGHT 1788: 2-90 heading (indiscernible). 17-88.

8 AIR TRAFFIC CONTROL: United 4-83, descend and maintain  
9 4,000. United 4-83, descend and maintain 4,000.

10 FLIGHT 438: 4,000. Was that for United 4-38?

11 AIR TRAFFIC CONTROL: United 4-38. I'm sorry. 4,000.

12 FLIGHT 438: 4,000. United 4-38.

13 SKY WEST 6214: Approach 62-14. 1-1, 11,000. We have  
14 X-ray.

15 AIR TRAFFIC CONTROL: Sky West 62-14, Chicago approach  
16 Runway 1-0.

17 SKY WEST 6214: 1-0, roger.

18 AIR TRAFFIC CONTROL: (indiscernible) 5-86, turn left,  
19 heading 3-6-0, contact Chicago center 1-2-3.82.

20 FLIGHT 586: 3-6-0 on heading 2-3.82. Spirit 5-86.

21 (Pause.)

22 AIR TRAFFIC CONTROL: American 7-94, descend and  
23 maintain 4,000.

24 AMERICAN 794: 4,000. American 7-94.

25 (Pause.)



1 AIR TRAFFIC CONTROL: Sky West 62-14, descend and  
2 maintain 8,000.

3 SKY WEST 6214: Okay. You said 8,000 for Sky West 62-  
4 14?

5 DELTA 1812: (Indiscernible) 18-12 checking in 1-1,  
6 11,00. We have X-ray.

7 AIR TRAFFIC CONTROL: Delta 18-12, Runway 1-0.

8 DELTA 1812: Runway 1-0, Delta 18-12.

9 AIR TRAFFIC CONTROL: (indiscernible) 17-88, turn left,  
10 heading 2-7-0.

11 FLIGHT 1788: 2-7-0. (Indiscernible) 1788.

12 AIR TRAFFIC CONTROL: United 4-38, turn left heading 1-  
13 2-0, intercept the localizer.

14 UNITED 438: Left 1-2-0. Intercept (indiscernible)  
15 localizer. United 4-38.

16 AIR TRAFFIC CONTROL: United 4-38, 2-10 or better.

17 UNITED 438: 2-10 or better, United 438.

18 AIR TRAFFIC CONTROL: Cactus 17-88, reduce speed to 2-1-  
19 0.

20 FLIGHT 1788: (indiscernible) 210. Cactus 1788.

21 AIR TRAFFIC CONTROL: United 4-83 [sic], (indiscernible)  
22 call 4,000, clear ILS 1-0 approach, maintain 1-8-0 knots or  
23 greater (indiscernible).

24 FLIGHT 438: 4,000 till clear from ILS, 1-0, 1-80 or  
25 better (indiscernible). United 4-38.

1 AIR TRAFFIC CONTROL: 62-14, flying 0-2-0.  
2 SKY WEST 6214: 0-2-0 heading. Sky West 62-14.  
3 AIR TRAFFIC CONTROL: Sky West 62-14, 8,000 on the  
4 altitude (indiscernible).  
5 SKY WEST 6214: 8,000. Sky West 62-14. Thanks.  
6 UNITED 256: Approach United 2-56 (indiscernible).  
7 AIR TRAFFIC CONTROL: United 2-56, Chicago approach,  
8 vectors ILS, Runway 1-6.  
9 FLIGHT 256: (indiscernible).  
10 AIR TRAFFIC CONTROL: Flight 2-56, thanks. Runway 1-0.  
11 Cactus 17-88, descend and maintain 5,000.  
12 FLIGHT 1788: 5,000. Cactus 1788.  
13 AIR TRAFFIC CONTROL: Sky West 62-14, reduce speed to 2-  
14 1-0.  
15 SKY WEST 6214: 2-1-0 speed. Sky West 62-14.  
16 AIR TRAFFIC CONTROL: American 7-94, reduce speed to 2-  
17 1-0.  
18 FLIGHT 794: 2-1-0. American 7-94.  
19 AIR TRAFFIC CONTROL: United 4-83, 1-8-0 knots or  
20 greater till Bugsbee (ph.) contact the (indiscernible) tower  
21 Bugsbee 1-2-0.75.  
22 FLIGHT 438: 20.75 at Bugsbee. United 4-38.  
23 (Pause.)  
24 AIR TRAFFIC CONTROL: Sky West 62-14, reduce speed to 2-  
25 1-0.

1 SKY WEST 6214: 2-1-0 speed. Sky West 62-14.

2 AIR TRAFFIC CONTROL: And, correction, American 7-94  
3 flying 1-2-0, intercept the Runway 1-0 localizer.

4 SKY WEST 6214: 1-20, intercept the 1-0 localizer.  
5 American 7-94.

6 VOICE: This is the end of the mid-shift O'Hare copy.

7 (End of recording.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:           LIFEGUARD N59773 ACCIDENT  
                                  NOVEMBER 28, 2011  
                                  RIVERWOOD, ILLINOIS  
                                  Radio Communications

DOCKET NUMBER:            CEN12LA086

PLACE:

DATE:                        November 28, 2011

was held according to the record, and that this is the original, complete, true and accurate transcript which has been transcribed to the best of my ability.

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Kay Maurer  
Transcriber