

## NATIONAL TRANSPORTATION SAFETY BOARD

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IN RE:

THE ACCIDENT OF PIPER PA-30 : NTSB Accident No.  
TWIN COMANCHE N7409Y NEAR : CEN16FA276  
PLAINFIELD, ILLINOIS ON :  
JULY 21, 2016 :  
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July 21, 2016

Recorded Communications at Position 1M from  
1536 UTC to 1639 UTC.

This transcript was produced from audio  
provided by the National Transportation Safety Board.

NEAL R. GROSS



P-R-O-C-E-E-D-I-N-G-S

(No time given)

MR. BURLESON: This copy's being prepared by Chicago TRACON. The subject concerns an NTSB request 16-251, referencing an aircraft accident involving November 7409 Yankee on July 21st, 2016, at approximately 1614 Universal Coordinated Time. The facility involved in this NTSB request 16-251 in reference to the aircraft accident is the Chicago TRACON. The position of operation being copied is 1M.

I certify that the following is a true copy of the original recorded transmissions pertaining to the NTSB request 16-251 in reference to the aircraft accident involving November 7409 Yankee. My name is Thomas M. Burleson. I'm employed as an air traffic manager at Aurora Air Traffic Control Tower.

This portion of the copy concerns communications at the 1M position during the period of 1536 Universal Coordinated Time to 1639 Universal Coordinated Time on July 21st, 2016.

CONTROLLER: Envoy 3169 contact Chicago center 120.12 2012.

PILOT: 2012, see you in a little bit, Envoy 3169.

CONTROLLER: SkyWest (phonetic) 6045, climb

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1 and maintain one five, 15,000.

2 PILOT: 1,5000 (unintelligible).

3 (Prolonged silence.)

4 PILOT: American 2068 with you, leaving  
5 three and a half, climbing five.

6 CONTROLLER: American 2068, Chicago  
7 Departure radar contact.

8 (Prolonged silence.)

9 CONTROLLER: SkyWest 6045, proceed direct to  
10 Earn (phonetic). Contact Chicago Center 120.12, 2012.

11 PILOT: 2012 and direct to Earn, SkyWest  
12 6045 (unintelligible).

13 CONTROLLER: American 2068 climb and  
14 maintain one five, 15,000.

15 PILOT: One five, 15,000 American 2068.

16 (Prolonged silence.)

17 PILOT: Envoy 3731. I'm 1.3 for five. Good  
18 morning.

19 CONTROLLER: Envoy 3731, Chicago Departure  
20 radar contact.

21 (Prolonged silence.)

22 CONTROLLER: American 2068, proceed direct  
23 to Earn. Contact Chicago Center 120.12, 2012.

24 PILOT: 2012 direct to Earn, American 2068.

25 (Prolonged silence.)

1                   CONTROLLER: Envoy 3731, turn left heading  
2 190 vector to your climb.

3                   PILOT: 190, Envoy 3731.

4                   (Prolonged silence.)

5                   CONTROLLER: Envoy 3731, climb and maintain  
6 one five, 15,000.

7                   PILOT: 15,000, Envoy 3731.

8                   (Prolonged silence.)

9                   CONTROLLER: SkyWest 5589, turn left heading  
10 360.

11                  PILOT: 360 the heading, SkyWest 5589.

12                  CONTROLLER: American 1232 is eight from  
13 Rizzuco (phonetic). Cross Rizzuco at 5,000. Clear to  
14 ILS (phonetic) approach.

15                  CONTROLLER: Envoy 3731 proceed direct to  
16 Theto (phonetic). Contact Chicago Center 120.12, 2012.

17                  PILOT: 2012 direct to Theto. Have a good  
18 one. Envoy 3731.

19                  CONTROLLER: Thanks. You too.

20                  (Prolonged silence.)

21                  CONTROLLER: Water Ski (phonetic) 4533 turn  
22 left heading 360.

23                  PILOT: 360 heading, Water Ski 4533.

24                  CONTROLLER: SkyWest 5589, turn left heading  
25 300. Intercept the localizer.

1                   PILOT: 300 to intercept the localizer,  
2 SkyWest 5589.

3                   CONTROLLER: American 1232, maintain 182  
4 knots to Seca (phonetic). Contact Aurora Tower now,  
5 120.75.

6                   PILOT: 182 until Seca. Tower now. See  
7 you, bye.

8                   CONTROLLER: See you. SkyWest 5589, one,  
9 two miles from Rizzuco. Cross Rizzuco at 5,000. Clear  
10 to ILS approach with a two eight center. Maintain 180  
11 knots to Seca.

12                  PILOT: All right. Clear for the ILS, two  
13 eight center, 5,000 until Rizzuco, and 180 until Seca.  
14 SkyWest 5589.

15                   (Prolonged silence.)

16                  PILOT: Good morning. AT42 (phonetic).  
17 82,300, climbing 5,000, heading 130.

18                  CONTROLLER: AT42, AD Chicago Departure  
19 radar contact. Climb and maintain one five, 15,000

20                  PILOT: Section 3 --

21                   (Simultaneous speaking)

22                  PILOT: -- 180.

23                   (Prolonged silence.)

24                  CONTROLLER: You're control on both of them  
25 then.

1 (Prolonged silence.)  
2 CONTROLLER: South omen (phonetic).  
3 CONTROLLER: You want to talk to him on  
4 Bravo Zulu?  
5 CONTROLLER: Yes.  
6 CONTROLLER: Thanks.  
7 (Prolonged silence.)  
8 PILOT: Envoy 3682. Thank you.  
9 CONTROLLER: Envoy 3534 turn right 250,  
10 intercept 2708 localizer.  
11 PILOT: 250 to intercept 2708, Envoy 3534.  
12 CONTROLLER: American 1405 turn right  
13 heading 180. Maintain 210 knots.  
14 PILOT: Okay. Right turn 180, still  
15 maintain 210 knots, American 1405.  
16 CONTROLLER: Envoy 3427 turn left heading  
17 160.  
18 PILOT: Heading 160 (unintelligible).  
19 CONTROLLER: Envoy 3534 cross bounds at  
20 4,000, clear to ILS 2207 right approach, speed 210.  
21 PILOT: (Unintelligible) 4,000  
22 (unintelligible) Envoy 3534.  
23 CONTROLLER: SkyWest (phonetic) 5158 reduce  
24 speed now 210.  
25 PILOT: Slowing to 210, SkyWest 5158.

1                   CONTROLLER: American 2278, when you reach  
2 4,000 speed 210.

3                   (Prolonged silence.)

4                   CONTROLLER: AC 4280 proceed direct to Earn.  
5 Contact Chicago Center 120.12, 2012.

6                   PILOT: Clear to Earn 2012 (unintelligible)  
7 AC 4280. See you.

8                   CONTROLLER: See you.

9                   (Prolonged silence.)

10                  PILOT: Chicago, 102 Julia Mike, 8,500 feet.

11                  CONTROLLER: 102 Julia Mike, Chicago  
12 approach. Maintain (unintelligible) outside the O'Hare  
13 (unintelligible) Bravo air space. O'Hare altimeter  
14 3008.

15                  PILOT: 3008, 102 Julia Mike. And our  
16 intention is to go actually destination  
17 (unintelligible). But the (unintelligible) had the  
18 weather (unintelligible) to (unintelligible).

19                  (Prolonged silence.)

20                  CONTROLLER: Did you just shove 102 Julia  
21 Mike to the (unintelligible), or not?

22                  CONTROLLER: No. I haven't done that  
23 (unintelligible).

24                  CONTROLLER: All right.

25                  (Prolonged silence.)

1                   CONTROLLER: Yes.

2                   CONTROLLER: One out 25,000 of O'Hare, 102  
3   Julia Mike, 8,500 via (unintelligible) going around the  
4   Bravo.

5                   CONTROLLER: Approved.

6                   (Prolonged silence.)

7                   CONTROLLER: 102 Julia Mike, advise of any  
8   altitude changes. There's multiple O'Hare arrivals  
9   from the southwest that will be descending.

10                  PILOT: Okay. We'll let you know, and you  
11   keep us advised of the traffic, Julia Mike.

12                  (Prolonged silence.)

13                  CONTROLLER: Southwest (phonetic).

14                  CONTROLLER: Okay. Are you ready for West  
15   and Kane (phonetic)?

16                  PILOT: I am.

17                  PILOT: Back over here.

18                  CONTROLLER: He knows, yes, you know the  
19   runway configurations. Obviously we're  
20   (unintelligible). I don't have any weather, nor  
21   turbulence, icing. Equipment's working just fine. No  
22   special activities. You're taking this over obviously.  
23   Traffic flow. Our watch, and then --

24                  CONTROLLER: Give them the frequency for  
25   Malta (phonetic).

1                   CONTROLLER: Oh. It's 3335 for Malta.

2                   CONTROLLER: And then traffic.

3                   CONTROLLER: And then traffic. A point out  
4 is 855 (unintelligible), staying underneath all of our  
5 traffic. You're talking a --

6                   CONTROLLER: (Unintelligible) 10,000 to  
7 Rockford (phonetic).

8                   CONTROLLER: Climb at 10,000 to Rockford.

9                   CONTROLLER: No deploy (phonetic).

10                  CONTROLLER: Okay. We'll put them up there  
11 again. I don't know why it didn't work. But --

12                  CONTROLLER: And United 806, the only one  
13 you're talking to, climbing at 15 overall.

14                  CONTROLLER: We'll shift him. And then you  
15 take the frequencies. Okay?

16                  CONTROLLER: Yes.

17                  CONTROLLER: All right, Evie (phonetic).  
18 (Prolonged silence.)

19                  PILOT: Chicago departure (unintelligible)  
20 AC (phonetic) 3818, two and a half, climbing five.

21                  CONTROLLER: AC 3818, Chicago Departure  
22 radar contact.

23                  (Prolonged silence.)

24                  CONTROLLER: AC 3818, climb and maintain one  
25 five, 15,000.

1 PILOT: One five, 15,000, AC 3818.

2 (Prolonged silence.)

3 PILOT: Spirit Wings (phonetic) 927 with you  
4 at 2,300, climbing to 5,000.

5 CONTROLLER: Spirit Wings 927, Chicago  
6 Departure radar contact.

7 (Prolonged silence.)

8 PILOT: (Unintelligible) 18 coming  
9 (phonetic) Alpha Alpha (phonetic) is level 4,000,  
10 heading one-third, heading 270.

11 CONTROLLER: (Unintelligible) 927, climb and  
12 maintain one five, 15,000. Proceed direct to Dent  
13 (phonetic).

14 PILOT: One five, 15,000, head westward.

15 CONTROLLER: Spirit Wings 927 proceed direct  
16 to Dent.

17 PILOT: Proceed to Dent (unintelligible).

18 CONTROLLER: AC 3818, proceed direct to  
19 Earn.

20 PILOT: Direct to Earn, AC 3818.

21 CONTROLLER: November 187 Alpha, Alpha,  
22 Chicago approach, roger.

23 (Prolonged silence.)

24 CONTROLLER: AC3 818 contact Chicago Center,  
25 120.12, 2012.

1 PILOT: (Unintelligible) AC3818  
2 (unintelligible).

3 CONTROLLER: Yes.

4 (Prolonged silence.)

5 CONTROLLER: Spirit Wings 927, contact  
6 Chicago Center 120.12, 2012.

7 PILOT: (Unintelligible) 120.12, Spirit  
8 Wings.

9 CONTROLLER: Seven Alpha, Alpha, climbing  
10 250, can you go five more miles before higher?

11 PILOT: (Unintelligible).

12 (Prolonged silence.)

13 CONTROLLER: Southwest, Kane.

14 CONTROLLER: (Unintelligible) a six with  
15 exact jet reference to Victor Papa?

16 CONTROLLER: 6,000 approved.

17 CONTROLLER: (Unintelligible).

18 (Prolonged silence.)

19 CONTROLLER: November 7 Alpha Alpha, climb  
20 and maintain 6,000.

21 PILOT: 6,000 Alpha Alpha.

22 (Prolonged silence.)

23 PILOT: (Unintelligible) 373, 4,500 climbing  
24 6,000, heading 270.

25 CONTROLLER: (Unintelligible) 373, change to

1 my frequency 126.62.

2 PILOT: 2662, (unintelligible) 373. And  
3 (unintelligible) 373, (unintelligible) now 5,000  
4 (unintelligible).

5 CONTROLLER: (Unintelligible) 373 departure.  
6 Climb and maintain 8,000.

7 PILOT: Climbin to 8,000 (unintelligible)  
8 373.

9 (Prolonged silence.)

10 CONTROLLER: November 187 Alpha Alpha, fly  
11 heading 270. Climb and maintain one five, 15,000.

12 PILOT: (Unintelligible) to one five,  
13 15,000, Alpha Alpha.

14 PILOT: Yes, 5288 leveling off 5,000, 160  
15 heading.

16 CONTROLLER: (Unintelligible), Chicago  
17 Departure radar contact. Climb and maintain one five,  
18 15,000.

19 PILOT: 15,000 (unintelligible) 5288.

20 PILOT: Departure, American 2639  
21 (unintelligible) 4.3 to 5,000.

22 CONTROLLER: (Unintelligible) 373, climb and  
23 maintain 13,000

24 PILOT: Climb and maintain 13,000  
25 (unintelligible) 373.

1                   CONTROLLER: American 2639, Chicago  
2 Departure radar contact.

3                   CONTROLLER: (Unintelligible) O'Hare, West.

4                   PILOT: Departure, Jet Speed 810, 4,000  
5 feet.

6                   CONTROLLER: (Unintelligible) 373, 270  
7 heading climbing to 15,000.

8                   CONTROLLER: That's approved.

9                   CONTROLLER: Thank you, Ed (phonetic).  
10 Sorry, the landline, doing coordination. Jet Speed  
11 810, Chicago Departure, roger, climb and maintain  
12 6,000.

13                   PILOT: (Unintelligible) 4,000 to 6,000, Jet  
14 Speed 810.

15                   CONTROLLER: (Unintelligible) 373, climb and  
16 maintain one five, 15,000.

17                   PILOT: Maintain one five, 15,000,  
18 (unintelligible) 373.

19                   (Prolonged silence.)

20                   CONTROLLER: Jet Speed 810, turn right,  
21 heading 290.

22                   PILOT: (Unintelligible) 290, Jet Speed 810.

23                   CONTROLLER: SkyWest 5288, proceed direct to  
24 Earn.

25                   PILOT: Direct to Earn, SkyWest 5288.

1                   CONTROLLER: November 7 Alpha Alpha,  
2 maintain 2509.

3                   PILOT: We're unable, 250 for Alpha Alpha.

4                   PILOT: Hello, Departure. United 835 Heavy.  
5 We'll be climbing to five. We're out of  
6 (unintelligible).

7                   CONTROLLER: 835 Heavy, Chicago Departure  
8 radar contact.

9                   PILOT: Roger.

10                  CONTROLLER: All right. 2639, climb and  
11 maintain 15,000.

12                  PILOT: 15,000 (unintelligible) 2639.

13                  CONTROLLER: (Unintelligible) 373, contact  
14 Chicago Center, 133.35.

15                  PILOT: 133.35 (unintelligible) 373 to you.

16                  PILOT: AC 4176, 27 (unintelligible) 5,000  
17 heading 160.

18                  CONTROLLER: AC 4176, Chicago Departure  
19 radar contact.

20                  CONTROLLER: Malta, O'Hare.

21                  CONTROLLER: Malta.

22                  CONTROLLER: Seven Alpha Alpha says he can't  
23 do 250 knots. Can I just run American straight out 270  
24 heading?

25                  CONTROLLER: Yes, that's fine.

1                   CONTROLLER: All right. Thanks, Ed. Seven  
2 Alpha Alpha, contact Chicago Center 133.35.

3                   PILOT: 33.35, seven Alpha Alpha.

4                   CONTROLLER: SkyWest 5288, contact Chicago  
5 Center 120.12, 2012.

6                   PILOT: 2012 (Unintelligible) 5288.

7                   CONTROLLER: Yes.

8                   (Prolonged silence.)

9                   CONTROLLER: 835 Heavy, climb and maintain  
10 one five, 15,000. Proceed direct to Mikey (phonetic).

11                  PILOT: Roger. Up to 15,000, direct Mikey.  
12 United 835 Heavy.

13                  CONTROLLER: AC 4176, climb and maintain  
14 15,000.

15                  PILOT: Climbing to 15,000, AC 4176.

16                  CONTROLLER: Jet Speed 810, proceed direct  
17 to PQ hire (phonetic) in a few more miles.

18                  PILOT: Check PQ, Jet Speed 810.

19                  CONTROLLER: American 2639, contact Chicago  
20 Center 133.35. They'll get you on course.

21                  PILOT: 33.35, American 2639. We'll see  
22 you.

23                  CONTROLLER: See you.

24                  PILOT: (Unintelligible) 1489, 4,400  
25 climbing. (Unintelligible)?

1                   CONTROLLER: Yes, 1489, Chicago Departure  
2 radar contact. Climb and maintain one five, 15,000.

3                   PILOT: (Unintelligible) 1489, climb to one  
4 five, 15,000.

5                   CONTROLLER: 1489, affirmative, one five,  
6 15,000.

7                   PILOT: (Unintelligible) climbing 5,000.

8                   CONTROLLER: American 550, Chicago Departure  
9 radar contact. Jet Speed 810, climb and maintain  
10 13,000.

11                  PILOT: Leaving 6,000, 13,000, Jet Speed  
12 810.

13                  CONTROLLER: AC 4176, proceed direct to  
14 Earn.

15                  PILOT: Direct to Earn, AC 4176.

16                  CONTROLLER: United 1489, proceed direct to  
17 Miskey (phonetic).

18                  PILOT: United 1489, direct to Miskey.

19                         (Prolonged silence.)

20                  PILOT: Departure, AC 4008, 2,600 for 5,000.

21                  CONTROLLER: AC 4008, Chicago Departure  
22 radar contact. American 550, climb and maintain one  
23 five, 15,000.

24                  PILOT: One five, 15,000, American 550.

25                  CONTROLLER: AC 4176, contact Chicago Center

1 120.12, 2012.

2 PILOT: 2012, AC 4176, yes.

3 CONTROLLER: Good day.

4 PILOT: Departure, Jet Edge (phonetic) 209.

5 Good morning. Climbing to 3,500 for four.

6 CONTROLLER: Jet Edge 209, Chicago

7 Departure, climb and maintain one three, 13,000.

8 PILOT: (Unintelligible) 13, Jet Edge 209.

9 CONTROLLER: United 835 Heavy, contact

10 Chicago Center, 133.35.

11 PILOT: 133.35. Have a good day. So long.

12 CONTROLLER: Good day.

13 PILOT: (Unintelligible) 638 set a vector at

14 270, 4,000

15 PILOT: Chicago (unintelligible) 7409 Yankee

16 with you, maintaining 8,500.

17 CONTROLLER: AC 4008, climb and maintain

18 15,000

19 PILOT: 15,000, AC 4008.

20 CONTROLLER: United 1489, contact Chicago

21 Center 120.12, 2012.

22 PILOT: United 1489, 2012. Take care.

23 CONTROLLER: American 550, proceed direct to

24 PQ.

25 PILOT: Direct to PQ, American 550.

1                   CONTROLLER: Jet Edge 209, fly heading  
2 (phonetic) 290.

3                   PILOT: 290, Jet Edge 209.

4                   CONTROLLER: Envoy 3513, Chicago Departure  
5 radar contact. Climb and maintain one five, 15,000.

6                   PILOT: Climb and maintain 15,000, Envoy  
7 3513.

8                   CONTROLLER: Jet Speed 810, contact Chicago  
9 Center on 133.35.

10                  PILOT: 33.35, Jet Speed 810.

11                  CONTROLLER: 102 Julia Mike, did you have a  
12 question.

13                  PILOT: No.

14                  PILOT: (Unintelligible) 7409 Yankee. We're  
15 just checking in at 8,500.

16                  CONTROLLER: All right. Who, what, say your  
17 location the VFR (phonetic) craft checking in.

18                  PILOT: I'm just outside of the class, the  
19 airspace here, by Lewiston University.

20                  CONTROLLER: Okay. Have I already talked to  
21 you?

22                  PILOT: Negative. They told me to call you  
23 up. I'm just passing by to the west.

24                  CONTROLLER: Okay. Did they assign you a  
25 code?

1 PILOT: 1647.

2 CONTROLLER: Okay. Well, they haven't told  
3 me anything about you. Just maintain (unintelligible)  
4 class Bravo. I'll get back to you.

5 PILOT: Roger.

6 CONTROLLER: Envoy 3513, (unintelligible)  
7 maintain one one, 11,000.

8 PILOT: Maintain 11,000 feet, Envoy 3513.

9 CONTROLLER: American 550, contact Chicago  
10 Center 133.35.

11 PILOT: 133.35, American 550.

12 PILOT: (Unintelligible) 17613 at 10.5.

13 PILOT: (Unintelligible) United 499, 2.3  
14 climbing to 5,000.

15 CONTROLLER: United 499, Chicago Departure  
16 radar contact. November 6387 Xray fly heading 250.

17 PILOT: 250, 87 Xray.

18 CONTROLLER: Jet Edge 209, proceed direct to  
19 PQ. Contact Chicago Center, 133.35.

20 PILOT: Direct PQ, 33.35, Jet Edge 209.

21 CONTROLLER: Southwest 872, departure  
22 (unintelligible). Climb and maintain 6,000.

23 PILOT: 6,000. We're at four now, Southwest  
24 872.

25 CONTROLLER: 1022 Julia Mike, you going to

1 continue on that present heading of yours? 102 Julia  
2 Mike, Chicago.

3 PILOT: Go ahead.

4 CONTROLLER: 102 Julia Mike, are you going  
5 to continue on that northwestern heading?

6 PILOT: Yes, we are.

7 CONTROLLER: All right. 102 Julia Mike,  
8 you're leaving my airspace to the west. Radar service  
9 terminated. Squawk (unintelligible) change of purview.  
10 You can try Rockford approach on 121.0 for further  
11 following.

12 PILOT: 21.0, 102 Julia Mike.

13 CONTROLLER: Envoy 3513, proceed direct to  
14 PQ. Maintain 12,000.

15 PILOT: Direct to PQ, maintain 12,000 feet.  
16 Envoy 3513.

17 CONTROLLER: AC 4008, proceed direct to  
18 Earn. Contact Chicago Center 120.12, 2012.

19 PILOT: 2012 to Earn, AC 4008.

20 CONTROLLER: Number two inch (phonetic).

21 CONTROLLER: Ed, did you have a VFR guy that  
22 you put on a code and put on me, or something like  
23 that?

24 CONTROLLER: I didn't put any code on no  
25 VFRs.

1                   CONTROLLER: Okay. Because he, somebody  
2 sent him to me, and gave him a code. But I don't know  
3 who he is.

4                   CONTROLLER: Okay.

5                   CONTROLLER: Not a great story.

6                   PILOT: (Unintelligible) 1225, more than  
7 4,000.

8                   CONTROLLER: Envoy's deviating their right  
9 of course.

10                  CONTROLLER: Traffic observed.

11                  CONTROLLER: Yes.

12                  PILOT: Departure, United 531, three and a  
13 half to 5,000.

14                  CONTROLLER: United 499, climb and maintain  
15 one five, 15,000. Proceed direct to Mikey.

16                  PILOT: One five, 15,000, direct to Mikey,  
17 United 499.

18                  CONTROLLER: United 531, Chicago Departure  
19 radar contact. Southwest 872, proceed direct to PQ.

20                  PILOT: Direct to PQ, Southwest 872.

21                  PILOT: This is (unintelligible) 613 at  
22 10.5.

23                  CONTROLLER: All right. Who's the VFR craft  
24 calling at 10.5, and what's your location?

25                  PILOT: 613.

1                   CONTROLLER: All right. That was  
2 unreadable.

3                   PILOT: 17613. And I'm south of Chicago.

4                   CONTROLLER: Roger. Standby. Southwest  
5 1225 departure (unintelligible)?

6                   PILOT: Yes. We're just waiting.

7                   CONTROLLER: Southwest 1225, thank you.  
8 Climb and maintain 6,000.

9                   PILOT: Climbing to 6,000, Southwest 1225.

10                  CONTROLLER: United 531 flying 270.

11                  PILOT: 270 heading, United 531.

12                  CONTROLLER: Envoy 3513, climb and maintain  
13 one five, 15,000. Direct to PQ, if I didn't give that  
14 to you.

15                  PILOT: We are going to PQ. Climbing to  
16 15,000, Envoy 3513.

17                  CONTROLLER: Southwest 1225, proceed direct  
18 to PQ.

19                  PILOT: PQ. Thanks. Southwest 1225.

20                  CONTROLLER: Yes. 499, contact Chicago  
21 Center 133.35.

22                  PILOT: 33.35, United 499.

23                         (Simultaneous speaking)

24                  CONTROLLER: -- Envoy 3474.

25                  CONTROLLER: Envoy 3513, contact Chicago

1 Center 133.35.

2 PILOT: 33.35 (Unintelligible) Envoy 3513.

3 CONTROLLER: Thank you. Good day. November  
4 6387 Xray, climb and maintain 6,000.

5 PILOT: 6,000, 87 Xray.

6 CONTROLLER: Southwest 872, climb and  
7 maintain --

8 CONTROLLER: (Unintelligible).

9 CONTROLLER: -- 13,000.

10 PILOT: 13,000, Southwest 872.

11 CONTROLLER: United 531, climb and maintain  
12 8,000.

13 PILOT: 8,000, United 531.

14 PILOT: Departure, this is (Unintelligible)  
15 563, 2,600 for 5,000.

16 CONTROLLER: (Unintelligible) 563, Chicago  
17 Departure radar contact.

18 (Prolonged silence.)

19 CONTROLLER: Southwest 1225 climb and  
20 maintain 13,000

21 PILOT: 13,000, Southwest 1225.

22 CONTROLLER: Malta airway (phonetic).

23 CONTROLLER: Malta.

24 CONTROLLER: Can I climb Southwest, both  
25 Southwesterns to 15, and keep you guys underneath?

1                   CONTROLLER: That's approved. If you just put  
2 the United on a westbound heading, it's fine as well.

3                   CONTROLLER: He'll be on 270 then.

4                   CONTROLLER: All right. Thanks.

5                   CONTROLLER: Thank you.

6                   CONTROLLER: Southwest 872 climb and  
7 maintain one five, 15,000.

8                   PILOT: I missed it for Southwest 872.

9                   CONTROLLER: Southwest 872, climb and  
10 maintain 15,000.

11                  PILOT: 15,000, Southwest 872.

12                  CONTROLLER: Southwest 1225, climb and  
13 maintain 15,000.

14                  PILOT: 15,000, Southwest 1225.

15                  CONTROLLER: Southwest 872 contact Chicago  
16 Center 133.35.

17                  PILOT: 33.35, Southwest 872.

18                  CONTROLLER: (Unintelligible) 653 climb and  
19 maintain 15,000.

20                  PILOT: Climb and maintain 15,000,  
21 (unintelligible) 563.

22                  PILOT: (Unintelligible) American 2526  
23 (unintelligible) 5,000

24                  CONTROLLER: November 87 Xray, turn left,  
25 heading 160.

1 PILOT: 160, 87 Xray.  
2 CONTROLLER: American 2526, Chicago  
3 Departure radar contact.  
4 (Prolonged silence.)  
5 CONTROLLER: November 87 Xray, fly heading  
6 210.  
7 PILOT: 210, 87 Xray.  
8 CONTROLLER: Southwest 1225, contact Chicago  
9 Center 133.35.  
10 PILOT: 33.35, Southwest 1225. Thanks  
11 (unintelligible).  
12 CONTROLLER: American 2526, climb and  
13 maintain one five, 15,000.  
14 PILOT: Up to 15,000, American 2526.  
15 CONTROLLER: United 531, climb and maintain  
16 one one, 11,000.  
17 PILOT: One one, 11,000, United 531.  
18 CONTROLLER: (Unintelligible) 563, proceed  
19 direct to PQ.  
20 PILOT: Direct to PQ (unintelligible) 563.  
21 CONTROLLER: Number 17613, are you still on?  
22 PILOT: 613, affirmative.  
23 CONTROLLER: November 17613 maintain  
24 (unintelligible) far outside of the O'Hare craft's  
25 Bravo airspace. Squawk 5134.

1 PILOT: 5134. That's at Bravo.  
2 CONTROLLER: United 531, climb and maintain  
3 13,000.  
4 PILOT: 13,000, United 531.  
5 CONTROLLER: November 87 Xray, climb and  
6 maintain 8,000.  
7 PILOT: 8,000, 87 Xray.  
8 CONTROLLER: American 2526, fly heading 210.  
9 PILOT: 210 now, American 2526.  
10 CONTROLLER: November 17613 is radar contact  
11 25 miles southwest of O'Hare. I show you at 10,400  
12 feet. O'Hare altimeter 3007. Say intentions.  
13 PILOT: Be going on, outside your airspace,  
14 and then to Poplar Grove (phonetic).  
15 CONTROLLER: November 17613, state type  
16 aircraft.  
17 PILOT: SC 7 Sugar Pop S (phonetic).  
18 CONTROLLER: I'm going to go to the Rockford  
19 (unintelligible) at ten.  
20 CONTROLLER: I'm with --  
21 CONTROLLER: Off the Lara (phonetic) --  
22 CONTROLLER: -- the Xray. It's  
23 (unintelligible) approved.  
24 CONTROLLER: -- edge.  
25 CONTROLLER: American 2526 proceed direct to

1 Theto. Contact Chicago Center 120.12.

2 PILOT: 2012 direct to Theto for American  
3 2526.

4 CONTROLLER: United 531, maintain one five,  
5 15,000.

6 PILOT: 15,000, United 531.

7 CONTROLLER: United 531, contact Chicago  
8 Center 133.35. They'll get you on course.

9 PILOT: Okay, 33.35, United 531.

10 CONTROLLER: (Unintelligible) 563, contact  
11 Chicago Center 133.35.

12 PILOT: 33.35 for 563.

13 (Prolonged silence.)

14 CONTROLLER: November 6387 Xray, climb and  
15 maintain one zero, 10,000.

16 PILOT: 10,000, 87 Xray.

17 CONTROLLER: Yes.

18 CONTROLLER: (Unintelligible) southwest of  
19 O'Hare 17613 via (Unintelligible) --

20 CONTROLLER: Observed.

21 CONTROLLER: Ten five?

22 CONTROLLER: Observed.

23 CONTROLLER: Ten five.

24 CONTROLLER: (Unintelligible).

25 (Prolonged silence.)

1                   CONTROLLER: November 87 Xray, turn right,  
2 heading 270.

3                   PILOT: 270, 87 Xray.

4                   (Prolonged silence.)

5                   CONTROLLER: United 459, turn right 180.

6                   PILOT: Right heading 180 now.

7                   (Prolonged silence.)

8                   CONTROLLER: November 6387 Xray, contact  
9 Rockford Approach, 121.0

10                  PILOT: (Unintelligible) 87 Xray.

11                  CONTROLLER: Southwest, Kane.

12                  CONTROLLER: This is Norstad (phonetic)  
13 point on (unintelligible), Delta Delta turning right.  
14 Turn around and go on southbound hunt.

15                  CONTROLLER: 88 Delta Delta point out  
16 (unintelligible).

17                  CONTROLLER: (Unintelligible).

18                  (Prolonged silence.)

19                  PILOT: Approach, United 1875 Heavy out at  
20 3.1 for five.

21                  CONTROLLER: United 1875 Heavy, Chicago  
22 Departure radar contact. Climb and maintain one five,  
23 15,000.

24                  PILOT: 15,000. United 1875 Heavy.

25                  PILOT: (Unintelligible) 3590 2.35

1 (unintelligible) out.

2           CONTROLLER: (Unintelligible) 3590, Chicago  
3 Departure radar contact. Climb and maintain 15,000.

4           PILOT: (Unintelligible) 3590.

5           (Prolonged silence.)

6           CONTROLLER: (Unintelligible) 3590, proceed  
7 direct to Miskey.

8           PILOT: (Unintelligible) Misky,  
9 (unintelligible) 3590.

10          CONTROLLER: Southwest, Kane.

11          CONTROLLER: (Unintelligible) delta delta.

12          CONTROLLER: November 88 delta delta is  
13 (unintelligible) approved.

14          CONTROLLER: Yes. United 1875 Heavy,  
15 proceed direct to PQ.

16          PILOT: Direct to PQ, United 1875 Heavy.

17          PILOT: (Unintelligible) 4,000.

18          CONTROLLER: United 6 Alpha Sierra, Chicago  
19 Approach, O'Hare altimeter is 3008.

20          PILOT: 3008 (unintelligible).

21          CONTROLLER: Southwest, Kane.

22          CONTROLLER: Yes. Northwest to Waukegan,  
23 number (unintelligible) --

24          (Simultaneous speaking)

25          PILOT: -- 23 from 5,000.

1           CONTROLLER: You have to repeat the end of  
2 that, because it got stepped on by a --

3           CONTROLLER: (Unintelligible) to Waukegan  
4 (unintelligible). No one in part of your airspace --

5           CONTROLLER: One five (unintelligible) --

6           CONTROLLER: 276.

7           CONTROLLER: The same (unintelligible)

8           CONTROLLER: DH (phonetic).

9           CONTROLLER: American 1216, Chicago  
10 Departure radar contact.

11           CONTROLLER: Mercury (phonetic) 3590,  
12 contact Chicago Center 120.12, 2012.

13           PILOT: 20.12 Mercury 3590. Good day.

14           CONTROLLER: Good day. United 1875 Heavy,  
15 contact Chicago Center 133.35.

16           PILOT: 33.35, United 1875 Heavy.

17           CONTROLLER: American 1216, climb and  
18 maintain one five, 15,000.

19           PILOT: 15,000, American 1216.

20           (Prolonged silence.)

21           CONTROLLER: November 906 Alpha Sierra,  
22 climb and maintain 6,000.

23           PILOT: 6,000 (unintelligible).

24           PILOT: (Unintelligible), Delta 988  
25 (unintelligible) for 5,000.

1                   CONTROLLER: Delta 988, Chicago Departure  
2 radar contact.

3                   (Prolonged silence.)

4                   CONTROLLER: American 1216, proceed direct  
5 to PQ.

6                   PILOT: Direct to PQ, American 1216.

7                   CONTROLLER: Delta 988, climb and maintain  
8 one five, 15,000.

9                   PILOT: 15,000, Delta 988.

10                  PILOT: (Unintelligible) Envoy 3187 out of  
11 West Dallas (phonetic) (unintelligible) five.

12                  CONTROLLER: Envoy 3187, Chicago Departure  
13 radar contact. November 906 Alpha Sierra fly heading  
14 270.

15                  PILOT: 270 (unintelligible).

16                  CONTROLLER: Delta 988 proceed direct to  
17 Mikey.

18                  PILOT: Direct to Mikey, Delta 988.

19                  CONTROLLER: American 1216, contact Chicago  
20 Center 133.35.

21                  PILOT: 33.35, American 1216. So long.

22                  CONTROLLER: So long. Envoy 3187, climb and  
23 maintain one five, 15,000.

24                  PILOT: One five, 15,000, Envoy 3187.

25                  PILOT: November 909 Juliet Mike, 4,000,

1 heading 270.

2 CONTROLLER: 919, 918 Juliet Mike, Chicago  
3 Approach. Climb and maintain 13,000.

4 PILOT: 13,000 for 918 Juliet Mike.

5 CONTROLLER: Southwest, Kane.

6 CONTROLLER: I run the (unintelligible)  
7 security.

8 CONTROLLER: Yes. On Envoy 3187?

9 CONTROLLER: Behind Envoy 3187. Okay.

10 CONTROLLER: I'll just, I'll do it, man.

11 CONTROLLER: You want it?

12 CONTROLLER: Yes.

13 CONTROLLER: Okay.

14 CONTROLLER: My turn. Bye.

15 CONTROLLER: Delta 988, contact Chicago  
16 Center 133.35.

17 PILOT: Say that again for Delta 988.

18 CONTROLLER: Delta 988, contact Chicago  
19 Center 133.35.

20 PILOT: 33.35, Delta 988.

21 CONTROLLER: Envoy 3187, proceed direct to  
22 Mikey.

23 PILOT: Direct to Mikey, Envoy 3187.

24 PILOT: Chicago Departure, good morning.

25 Second City (phonetic) 338 level four.

1                   CONTROLLER: November 8 Juliet Mike, proceed  
2 direct to PQ.

3                   PILOT: Direct to PQ, Juliet Mike.

4                   CONTROLLER: Second City 338, Chicago  
5 Departure. Turn left heading 220, vectors for en route  
6 space. Climb and maintain 6,000.

7                   PILOT: 6,000 left turn, 220, Second City  
8 338.

9                   CONTROLLER: November 906 Alpha Sierra,  
10 contact Rockford Approach 121.0.

11                  PILOT: (Unintelligible).

12                  CONTROLLER: Good day. November 8 Juliet  
13 Mike, contact Chicago Center 133.35.

14                  PILOT: 133.35, Juliet Mike. So long.

15                  CONTROLLER: So long. Second City 338,  
16 climb and maintain 9,000.

17                  PILOT: 9,000, Second City 338.

18                  CONTROLLER: Malta Air West Departure  
19 (unintelligible).

20                  PILOT: Departure, good day. Envoy 3404,  
21 2.3, climbing 5,000.

22                  CONTROLLER: Malta.

23                  CONTROLLER: Envoy 3404 Chicago Departure  
24 radar contact. (Unintelligible) Envoy 3187 normal air  
25 speeds only call for 16.

1                   CONTROLLER:  Approved.

2                   CONTROLLER:  Thank you, Dave (phonetic).

3                   CONTROLLER:  All right.

4                   PILOT:  (Unintelligible) 17613.

5                   CONTROLLER:  Same way.  Envoy 3187, delete

6 speed restriction.

7                   PILOT:  Normal speed, Envoy 3187.

8                   CONTROLLER:  Second City 338, climb and

9 maintain one one, 11,000.

10                  PILOT:  11,000, Second City 338.

11                  CONTROLLER:  November 17613, go ahead.

12                  PILOT:  Yes.  We're going to start a VFR

13 descent in Juliet Victor Lima.

14                  CONTROLLER:  November 17613, roger.  Leaving

15 my airspace to the west.  There is traffic at 1 o'clock

16 and ten miles, westbound at 6,000 feet.

17                  PILOT:  613, thank you.

18                  CONTROLLER:  And that, it's a Hocker

19 (phonetic) jet, November 17613.  Radio service

20 terminated, Squawk VFR (unintelligible) change

21 approved.  You can try Rockford Approach, 121.0.

22                  PILOT:  Thank you.

23                  CONTROLLER:  Second City 338, turn left

24 direct to Mikey on course.  I'm sorry, right direct to

25 Mikey on course.

1 PILOT: City 338.

2 CONTROLLER: I'm sorry. I think I cut you  
3 off. Turn right direct to Mikey, Second City 338. And  
4 climb and maintain 15,000.

5 PILOT: 15,000, right direct to Mikey,  
6 Second City 338.

7 CONTROLLER: Envoy 3187, contact Chicago  
8 Center 133.35.

9 PILOT: 33.35, Envoy 3187. See you.

10 CONTROLLER: See you. Envoy 3404, climb and  
11 maintain one five, 15,000.

12 PILOT: Climb and maintain 15,000, Envoy  
13 3404.

14 CONTROLLER: Second City 338, maintain 250  
15 knots until advised. Contact Chicago Center 133.35.

16 PILOT: 250 until advised, and 33.35, Second  
17 City 338.

18 CONTROLLER: Envoy 3404, proceed direct to  
19 Mikey. Envoy 3404, proceed direct to Mikey.

20 PILOT: Direct to Mikey, Envoy 3404.

21 CONTROLLER: North north (phonetic).  
22 (Prolonged silence.)

23 PILOT: Departure, (unintelligible) Delta  
24 (unintelligible) 1.94. It's 5,000 heading on 220.

25 CONTROLLER: November 2507, Chicago

1 Departure radar contact.

2 (Prolonged silence.)

3 CONTROLLER: Envoy 3404, contact Chicago  
4 Center 133.35.

5 PILOT: 33.35, Envoy 3404. Good day.

6 (Prolonged silence.)

7 CONTROLLER: November 2507, climb and  
8 maintain 6,000.

9 PILOT: 6,000 (unintelligible) 2507.

10 (Prolonged silence.)

11 CONTROLLER: Vector two.

12 CONTROLLER: (Unintelligible) southwest of  
13 O'Hare, November 2507 eventually will be 8,000 over  
14 Roberts (phonetic), once he gets west of the weather.

15 CONTROLLER: Yes, of course. Sure. No one  
16 wanted to go through that, just for your information,  
17 my Southwest guys.

18 CONTROLLER: Okay, thanks.

19 CONTROLLER: Thank you.

20 MR. BURLESON: This is the end of the 1M  
21 position copy concerning the NTSB request 16-251 in  
22 reference to the aircraft accident involving November  
23 7409 Yankee.

24 (Whereupon, the above-entitled matter went  
25 off the record.)

C E R T I F I C A T E

MATTER: Accident of Piper PA-30 N7409Y  
Near Plainfield, IL, July 21, 2016  
Accident No. CEN16FA276  
Position 1M from 1536 UTC to 1639 UTC

DATE: 07-21-16

I hereby certify that the attached transcription of page 1 to 37 inclusive are to the best of my professional ability a true, accurate, and complete record of the above referenced proceedings as contained on the provided audio recording; further that I am neither counsel for, nor related to, nor employed by any of the parties to this action in which this proceeding has taken place; and further that I am not financially nor otherwise interested in the outcome of the action.

[REDACTED]

**NEAL R. GROSS**

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